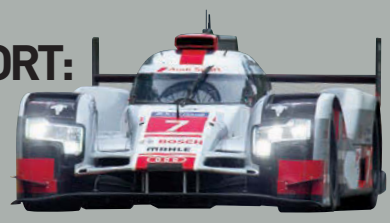
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TT ROADSTER 2.0 TFSI

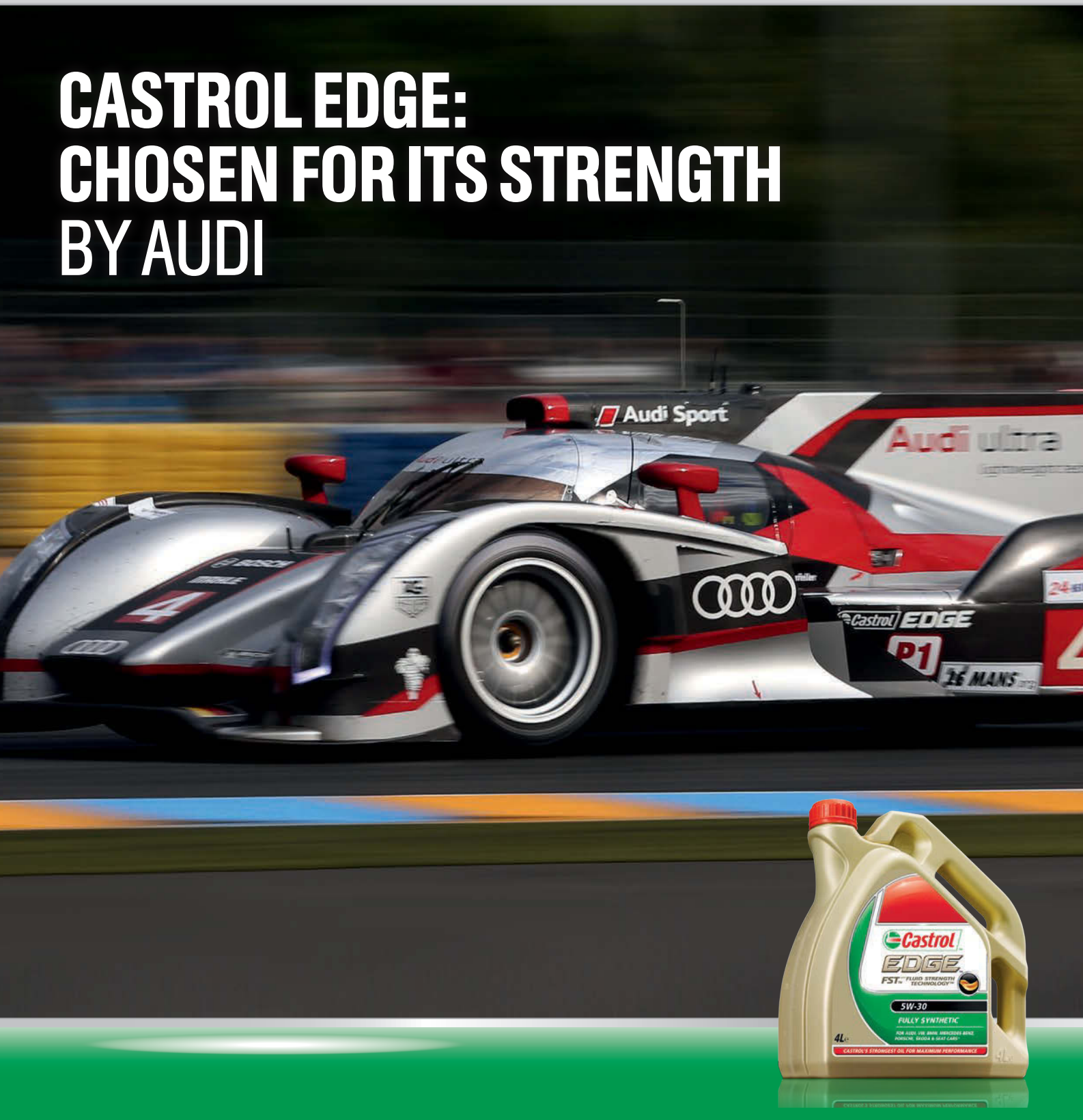
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Editor & Publisher
Paul Harris

Design & Production
Ian Fermor

Contributors
Neil Birkitt, Andrew Chapple, Robert Couldwell, Roy Craig, Chris Grant, Brian Laban, Darren Maybury, Christopher Poulin, Susanne Roeder and Lukas Willcox

Advertising Manager
Gemma Munn
Telephone: 01525 750 504

Finance Manager
Evette McKee
Telephone: 01525 750 503

Subscription & Website Manager
Sally Appleby
Telephone: 01525 750 500

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Cover:
TT Roadster (see page 9)

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First Word
PAUL HARRIS

Diesel-powered quattro..?

I NEVER THOUGHT it would happen to me. Like anyone who takes a pride in their cars, I am very careful when it comes to refuelling at the pumps.

But, one a day when I wasn't feeling very well and was tired after a day's work, I took the quattro to the local Shell garage. The instrument panel was showing that it only had one gallon left in the tank and, as I intended to go away for a few days, I decided to fill it up. An expensive business because the quattro tank holds 20 gallons and it needs high-octane fuel to run properly.

When I got to the filling station, I took the key out of the ignition and used it to unlock the fuel cap. As I said, I wasn't feeling 100 per cent and I had difficulty in actually turning the fuel cap to release it. Up comes a man in a Shell jacket, offering a free service to fill the car for me. Well, normally, I never let anyone carry out this task but, with the thought of standing there while 19 gallons went in was not too attractive and so I thought I would give him a go. 'Yes, please, fill it with V-power,' I told him and then watched as £105 worth of fuel went into the tank.

I went to the desk, paid, returned to the car, started it up and drove 50 yards to a very busy roundabout where the quattro came to a juddering stop. Amazingly (is it so amazing?), two drivers literally aimed their cars at the side of the quattro and accelerated right up to it, blowing their horns and waving their fists. Well, in that situation, you tend to be more concerned about the car rather than one's personal pride and so, ignoring them, I got out and started pushing. I wasn't really in a state to push a car on that day and, after a couple of yards, the surface began to slope up and I couldn't go any further. Fortunately, the driver of a Travis Perkins truck jumped down and gave me a hand to get it to the roadside. Well done, Travis Perkins! They even support a good rugby team!

It was only then that reality sunk in. I had watched the guy fill the car with V-power *diesel!* I was just too tired to take in what was happening. I can't blame him; it was my fault for not being more perceptive about what was going on.

Luckily, I am a member of the AA and have always found their service exemplary. A low-loader arrived within the hour and took the quattro off to have the diesel drained out. £105 worth of fuel down the drain. Well, not *literally* down the drain, but in a properly controlled manner as a charge is applied when fuel is disposed of. Draining the fuel and cleaning the system cost in excess of £200 and so you can work out the total cost for yourself.

It was an expensive and, in a way, a humiliating experience, so please don't let it happen to you!

'Draining the fuel and cleaning the system cost in excess of £200 and so you can work out the total cost for yourself...'

THE CO_2 OUTPUT of each Audi is measured in what are virtually laboratory conditions. These figures may not have much relevance to real life, but they are of considerable importance when it comes to taxation, etc. You would think that a small item like the size of the tyre would not have any major effect on the CO_2 value but now Audi UK is giving two CO_2 values for each car, one with the normal size of wheel and tyre, and one with the optional larger wheels and tyres. Such a small difference can alter the CO_2 value.

SEVERAL SOFT-TOPS in this issue. The TT Roadster makes a nice comparison with the Coupé and it turns out that the acceleration is virtually identical, and so is the average fuel consumption. I certainly like open-top cars but I find it difficult to accept the lack of space for luggage and odd items in the Roadster.

Then comes the A5 Cabriolet. This successor to the A4 Cabriolet has much in common with it, apart from its more curvaceous lines. It does have one very useful innovation, though. A powered 'hand' brings the seat belt forward when you start the engine so that you don't have to go groping for it.

An early Cabriolet completes the pack, looking almost as though it had come directly from the showroom. It is good to see that some enthusiasts are prepared to keep older models in such excellent condition.







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TT Roadster 2.0 TFSI

The true TT sportscar?

In brief

Power output	230 PS (170 kW) @ 4500-6200 rpm
Maximum torque	274 lb.ft. (370 Nm) @ 1600-4300 rpm
0–60 mph	6.1 sec
Overall fuel consumption	37.0 mpg, 7.6 litres/100 km
CO_2 emission	140 g/km
UK insurance group	38
Price (OTR)	£34,595





'This high-performance version of the 2.0 TFSI engine is beautifully responsive ...'

THERE ARE those who think that a true sportscar is one with an open top so that you can experience all the joys of fresh air as you speed along. It is not just the feeling of being open to the atmosphere: with the top off; you see more and, as you soon find out, smell and hear more as you speed through the countryside.

No wonder, then, that the Roadster version of the TT is so popular, not just because you can drive it with the hood down, but because, when it is closed, the occupants are just as snug and free from the elements as if they were in a hardtop. The engineers at Audi have used all their experience to ensure that the hood is free from draughts and watertight whatever the conditions.

The hood does differ from that of the A5 Cabriolet which we also test this month. Rather than folding back to be concealed by a metal cover, the top of the TT hood is made of a firm material so that, when it folds back into its recess in the top of the tail section, there is no need for it to be covered. It doesn't look as tidy as the tail of the A5, but it is a simple solution to the folding problem which takes up relatively little room.

The hood is power-operated and can be closed, oropened, in just 10 seconds. As with the A5, you can open or close it while on the move, up to 31 mph. Once it is in the closed position, visibility to the rear is limited to some extent, particularly when you arrive at angled junctions, and when reversing.

Because the TT Roadster only has one window at either side, you do get quite a strong breeze whipping round when you are going fast and this is where the windbreak becomes essential. This consists of a panel which is raised electrically by a switch alongside the parking brake lever. It is much neater than having to put a folding screen across the rear seats, but, because it is rather far back, it is less successful in preventing draughts around your neck.

The current TT Roadster comes in two specifications, Sport and S line. The S line costs £2,550 more than the Sport and, for this you get 9 x 19-inch wheels, LED headlamps, black leather and Alcantara upholstery throughout, electric lumbar support for the seats and rain and light sensors. In fact, the Sport version is very well equipped, but the LED headlamps of the S line provide a definite advantage for those who drive a lot at night.

When it comes to powerplants and transmissions, the choice becomes more

'This windbreak is much neater than having to put a folding screen across the rear seats...







complicated, at least for the time being. Two engines are available, both of two litres, one petrol and one diesel. The 2.0 TFSI develops 230 PS, while the TDI has an output of 184 PS, much less than the petrol unit, but it makes up for this by having a high maximum torque. You can only have the TDI in conjunction with a manual gearbox and front-wheel drive, while the 2.0 TFSI is available with either a manual gearbox or S tronic. The crunch is that quattro drive is only available in conjunction with the S tronic transmission.

The test car was a 2.0 TFSI with manual gearbox, driving through the front wheels. This high-performance version of the 2.0 TFSI engine is beautifully responsive and, when you use the Drive Select switch to enter the Dynamic mode, it is even more impressive. This engine develops 230 PS at 4500 rpm and this level is maintained until the unit is turning at 6200 rpm. This 'flat-top' characteristic of the engine means that you can rev right to the limit without the power falling away. At lower speeds, the torque is more important and this reaches a maximum of 370 Nm by 1600 rpm, not far above tickover, holding this level all the way to 4300 rpm. In real terms, it means that there is plenty of power available throughout the whole engine range.

With the manual gearbox, you need to make sure that you select the correct gear when you are accelerating hard whereas, with S tronic, the gearbox control unit makes this sort of decision for you. The gearchange is smooth and positive, as we have come to expect of Audi's manual gearboxes.

The suspension of the TT Roadster is inevitably geared more towards handling than ride comfort, although, despite the firmness, the ride quality was quite acceptable. The one feature which lets it down is the amount of road noise on some surfaces, a feature which we have found with other TTs. With the Roadster, though, it is much more noticeable.

The TT Coupé is a sportscar with a surprising amount of space for luggage, but this is not true of the TT Roadster. The recess for the folded hood takes up some of the vertical space, limiting what you can get in the boot and, because the seats are very close to the rear bulkhead, you cannot lower the rear seat backs to extend the luggage space. Inside the cabin, there is barely space to push a coat behind the seats. The Roadster has the usual places to stow small items





'The gearchange is smooth and positive, as we have come to expect of Audi's manual gearboxes'













in the cabin, but, for some, the luggage limitation may be an important matter to consider.

One of the most important features of the new TT range is the 'virtual cockpit', the digital screen in front of the driver which has a far greater capability than a conventional set of instruments.

None of the TT Roadsters have a navigation system as standard equipment and, if you want it, you will have to pay an additional £1,795 for the Technology package which also includes Audi Connect, linking you to the internet. It is a high-quality system and the driver will be pleased to have the maps right in front of him, but that very fact introduces a limitation. Many readers will be used to driving as a couple, with the passenger often dealing with the navigation system. That is now ruled out because the passenger's view of the screen is limited. We suspect that it might not even have entered the minds of the developers.

As far as the driver is concerned, though, there is now a wide variety of screens which provide information in different formats. It takes some time to get used to all the different possibilities, but they make driving even more interesting.

The seats are the same as those fitted to the Sport version, with the addition of electrically controlled lumbar support, invaluable on long journeys. The Roadster has one unusual feature: a microphone is integrated into the seat belt so that, when you are using the 'phone, the sound quality is much better.

One of the key features of the S line specification is the use of LED headlamps. The light emitted by these is much closer to the colour of daylight than other sources and the level of illumination of the road ahead is excellent. Don't confuse these lights, though, with matrix LED headlamps which are a step above these.

One particular feature of the earlier TT Roadster has been retained and, behind the seats are fixed, polished roll-over bars. Together with the very strong windscreen surround, these should protect the occupants in the case of the car rolling an accident. Having said that, the stance of the Roadster, with its wide tracks, makes it very stable.

The standard wheels and tyres for the S line version are 9x19 – with 245/35 rubber. This gives a wide footprint and,





'One of the most important features is the 'virtual cockpit, the digital screen in front of the driver...'



when cornering hard, the TT keeps to a very true line. The handling characteristics inevitably involve understeer, with the majority of the weight still at the front, but this never becomes a problem when cornering quickly, unless the surface is wet. That is when you can feel the front end gradually edging away from the chosen line, but it is never sudden or unexpected. With this latest model, the weight distribution is such that a fair amount is biased towards the back of the car, despite the engine and gearbox being at the front.

In terms of acceleration from rest, the Roadster will reach 50 mph in 4.6 seconds and 60 mph in 6.1 seconds. 70 comes up in 8.0 seconds, while it takes 9.7 seconds to reach 80 mph. These figures are very similar to those of the Coupé with the same engine, and some are a little faster, despite the fact that the Roadster weighs more than the Coupé. You cannot take these figures as an absolute comparison because each car is a little different. The times are quite quick but bear in mind that they were achieved on a dry surface and, were it to be wet, the quattro version would have much better traction.

As well as being a quick car, the TT Roadster is also quite economical, with an overall value for the test period of exactly 37 mpg. Driving economically, we were able to improve this to 46.6 mpg. The engine happily runs on 95 RON petrol and, with a tank holding 50 litres or 11 gallons, you could reckon on a maximum safe range between refills of at least 400 miles. When you open the fuel filler you get a surprise because there is no cap to unscrew; the filler flap itself makes the seal.

Which to choose, Roadster or Coupé? The Coupé is a more practical car, with luggage space which is greater and easier to access. On the other hand, the Roadster, with the hood down, gives you a good old-fashioned sportscar experience. The performance and fuel consumption of the two models is very similar and so it is down to the potential buyer to decide what sort of TT he or she wants to drive.

Price comparison

Audi TT Coupé 2.0 TFSI S line	£32,410
BMW Z4 S drive 2.0i M Sport	£33,005
Audi TT Roadster 2.0 TFSI, S line	**£34,595**
Porsche Boxster 2.7	£39,350





'The Roadster, with the hood down, gives you a good old-fashioned sportscar experience...'

Facts and figures: TT Roadster 2.0 TFSI



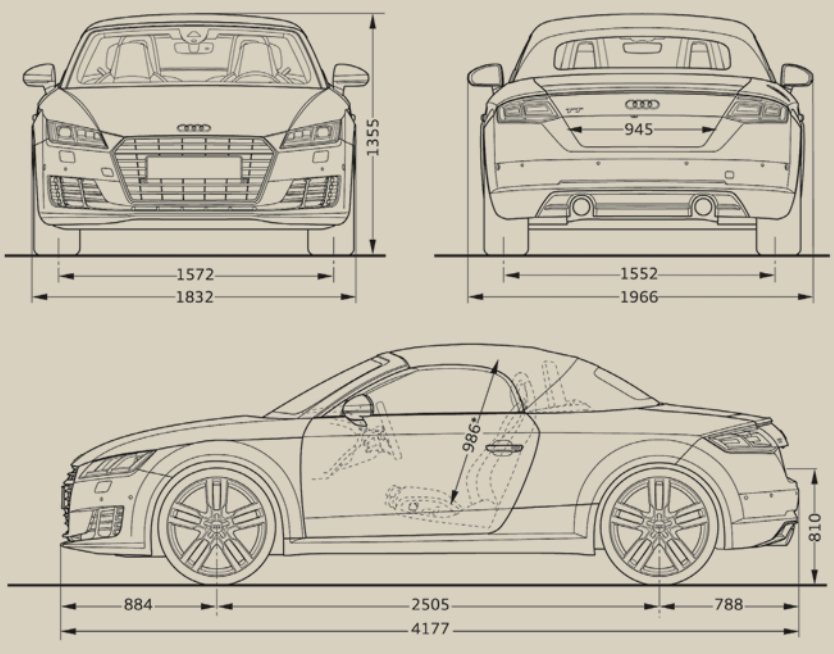
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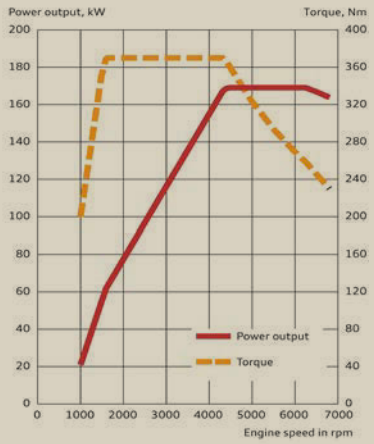


Turning circle	36.1 ft, 11.0 m
Unladen weight	2911 lb, 1320 kg
Total permitted weight	3616 lb, 1640 kg
Permitted trailer load; with brakes	–
Permitted trailer load; without brakes	–
Wheels and tyres	9 x 19 245/35 R19



ENGINE / FUEL ECONOMY / ACCELERATION

ENGINE SPECIFICATION	
Displacement	1984 cc
Configuration	In-line
Cylinders	4
Bore and stroke	82.5 x 92.8 mm
Power output	230 PS (170 kW) @ 4500-6200 rpm
Maximum torque	274 lb.ft. (370 Nm) @ 1600-4300 rpm
Compression ratio	9.6 : 1
Valves per cylinder	2 inlet, 2 exhaust
FUEL CONSUMPTION	
Overall test value	37.0 mpg, 7.6 l/100km
Economical driving	46.6 mpg, 6.1 l/100km
Urban cycle	37.7 mpg, 7.5 l/100km
Extra urban cycle	54.3 mpg, 5.2 l/100km
Total	47.1 mpg, 6.0 l/100km
Fuel required	95 RON
Fuel tank capacity	11.0 gallons, 50 litres
CO_2 emission	140 g/km



ACCELERATION FIGURES	
Maximum speed	155 mph, 250 kph
0–50 mph	4.6 sec
0–60 mph	6.1 sec
0–70 mph	8.0 sec
0–80 mph	9.7 sec
30–50 mph (3rd gear)	3.2 sec
30–50 mph (4th gear)	5.0 sec
50–70 mph (3rd gear)	3.2 sec
50–70 mph (4th gear)	4.2 sec
50–70 mph (5th gear)	5.3 sec
50–70 mph (6th gear)	6.5 sec
Road speed/1000 rpm in top gear	30.4 mph, 48.6 kph

Acceleration figures recorded using VI Monitor. For more information visit the website at: ***www.vi-performance.com***

PERFORMANCE COMPARISONS

	TT Roadster 2.0 TFSI	TT Coupé 2.0 TFSI
Displacement, cc	1984	1984
Power output, PS/kW	230/170	230/170
@ rpm	4500-6200	4500-6200
Maximum torque, lb.ft./Nm	274/370	274/370
@ rpm	1600-4300	1600-4200
Maximum speed, mph/kph	155/250	155/250
0–50 mph, sec	4.6	5.5
0–60 mph, sec	6.1	6.4
0–70 mph, sec	8.0	8.5
0–80 mph, sec	9.7	10.1
30–50 mph (third gear), sec	3.2	3.1
30–50 mph (fourth gear), sec	5.0	4.2
50–70 mph (third gear), sec	3.2	3.4
50-70 mph (fourth gear) sec	4.2	4.2
50–70 mph (fifth gear), sec	5.3	5.4
50–70 mph (sixth gear), sec	6.5	6.8
Overall consumption, mpg / l/100km	37.0/7.6	36.8/7.7
Unladen weight, lb/kg	2911/1320	2712/1230
Power/weight PS/ton, PS/tonne	177/174	190/187
Test publication date	July '15	March '15

'The 'flat-top' characteristic of the engine means that you can rev right to the limit without the power falling away...'

To read any of the other tests mentioned in the comparison chart, back issues can be ordered online, securely, from our website: ***www.audidrivermag.co.uk***

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Audi forgets its history

IN CLAIMING a world record for the recent economy run by an A6 TDI ultra, Audi appear to have been unaware that the record distance travelled without refuelling was set by a 100 TDI in July 1992. Driven by me, the 100 TDI covered 1,338.1 miles at an average fuel consumption of 75.94 mpg. That drive was ratified by the RAC, whose engineer Bob Proctor was on board the whole time, and accepted by *The Guinness Book of Records*.

In the latest run the A6 covered 1,158.9 miles and is claimed to have averaged 75.9 mpg, and to have passed through 14 countries. It was driven by Andrew Frankel and Rebecca Jackson, but they do not appear to have had an RAC observer on board.
Stuart Bladon

Engineering values

I HAVE ONLY ever owned Volkswagens, the quattro being a Volkswagen to my mind. To me they are a wonderful brand: cars engineered to be cars by a company that valued engineers like Dr Piëch. I have often told my students about the engineering staff at Wolfsburg who made a GTI in their spare time, dismissed by marketing as something that would be of minority interest and would sell 500 a year. A wonderful niche car was produced which still leads this profitable segment.

The Volkswagen Golf has succeeded in being a car that people will pay a premium for (a former Renault chairman complained about people happy to pay an addition €1000 for a Golf just because it is a Golf) and appeals to those of average income to the very wealthy. 'Anybody can turn up in a Golf'.

I have long been annoyed by the slow-slaying of such an outstanding brand, mainly on the altar of Audi. This is most easily seen with the Polo: they still sell entry-level Polos with rubbish 'stone-age' age engines. You can have the 21st century 1.2 TSI only on the extremely expensive SEL spec Polo for £16,000. They spend millions advertising and promoting the basic Polos "Cheaper than you think" and certainly not worth paying for. Meanwhile the ugly duckling A1 is only available with the TSI engine. The punters are not taken in and have moved in their droves to the Kia Rio which is a good car at £12,000 – sadly they'll never come back.

I have always admired Audi for taking every first edition TT back to the production line and re-jigging the suspension and adding a spoiler to counteract its aerofoil profile. Sadly Volkswagen was not allowed to follow this excellent honesty policy with the serious failure of TDI engines with low annual mileage. *Auto Bild* has awarded the engine its 'Golden Carrot' award for these failures, while Volkswagen in the UK denies there is any problem. My excellent mechanic, Danny Butler, seems to be repairing a Volkswagen TDI engine which has suffered a catastrophic failure every time I call in on him. Those in the trade are aware that there was a design fault on the 2005-07 2.0 TDI causing very expensive failure. I can't understand how Professor Winterkorn could let this happen and I can't warm to the Audi brand which now charges extra for interior lighting – BMW -1980s style.
Paul McCann, Belfast

Big Cabrios

MY FIRST AUDI was a Super 90 purchased in 1968. Since then I have lost count of the number of different Audis which have passed through my hands. Sadly, my most recent, an A7 BiTDI is now up for sale having been replaced by a BMW 640D Convertible. How we miss the comfort of the adaptive air suspension. Only with its satnav does BMW get the better of Audi. The change was forced by our desire for a decent convertible to take advantage of any nice weather here and mainly for Continental touring. We looked at an A5 Convertible, but that is simply too small in the back and with a tiny boot. Why on earth does Audi not produce a convertible version of the A6? With both Mercedes and BMW producing proper four-seat convertibles. it seems to me that Audi have completely missed out.
Hugh Bladon

Audi vs Porsche

SAD THAT Audi didn't win at Le Mans, but the annual results were becoming a bit boring and it is good to see that someone else can beat them. Or was it really someone else? Porsche is now part of the same family and you can't tell me that technical information is not shared between them. Competition between the two of them must be like two brothers trying to beat each other. If, on the other hand, there is true competition between the two marques, then that is a very healthy situation for technical development.
Marcus Shane



S3 fuel consumption

I HAVE JUST read the article about the S3 in the May issue and I was interested to read about the fuel consumption of 41.2 mpg. The 'official' Audi figures are 47.9 mpg for extra urban and I hate to hear people complaining that the 'official' figures are unachievable. Well, not any more.

On my way to work I drive about 14 miles on the A50 dual carriageway and, on the fuel computer, I have seen 47.7 mpg, just 0.2 short of Audi's figures. Well, this week I saw an unbelievable reading: 48.3 mpg. Can that figure be beaten I wondered, passing the magic 50 mpg mark for a petrol car with 300 PS and a 0-60 time of less than 5 seconds?

Yes it can! When I pulled up to the island just outside of the Toyota factory, the fuel computer read an amazing 50.4 mpg, 3.0 mpg more than Audi's figures.

I was driving very steadily, not exceeding 60 mph, and driving in efficiency mode, but it just goes to show it can be done.
Jeff Barker-Jones



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A steep learning curve

Ahead of a full road test, **Neil Birkitt** *recently sampled the new RS 3 on a road trip that took in the historic Shelsley Walsh hillclimb track…*

PHOTOS: **NEIL BIRKITT & AUDI UK**

INTERNATIONAL press launches are inevitably a rather hard act to follow, particularly with a car like the new RS 3 which was presented to the world's media at the Vallelunga race circuit in Italy earlier this year. It was equipped not only with the full sports package but also specially fitted with the ceramic discs that won't be available for production models until later this year, and members of the motoring press were able to test it during high-speed lapping sessions around the track, as reported in our May 2015 issue.

But I actually think that the Audi UK PR team trumped that one with their choice of location for the recent UK press launch, selecting a venue here in Britain that not only has a long and distinguished history in motorsport but also enjoys some very strong connections with high-performance Audis of the past…

Hidden in the depths of the Worcestershire countryside, the Shelsley Walsh hillclimb track may only be 1000 yards long but every inch of it is steeped in history. Indeed, it boasts the proud claim that it is the oldest motorsport venue in continuous use in the world, bar none. The official Shelsley Walsh history book states that 'It is older than Indianapolis, older than Le Mans, older than Monza. And, unlike any other car course that even approaches its age and standing, Shelsley is still being used almost without alteration'.

It was nearly 110 years ago, on Saturday August 12, 1905, that 39 cars took part in the very first Shelsley Walsh hillclimb,



then only a rough gravel track, with the fastest time of the day achieved by a 35 bhp Daimler, recorded at 77.6 seconds. Indeed, several entrants didn't even make it up the steep climb, which rises 100 metres (328 feet) from start to finish with an average gradient of 1:9.14 (10.9%) and 1:6.24 (16%) at its steepest.

Innumerable runs have been made since then, the track has been resurfaced and refined and the times have tumbled, with the current record standing at an almost inconceivable 22.58 secs, set by Martin Groves in August 2008 and not surpassed since.

Along the way, though, some very special Audis, and world-famous Audi drivers, have also made their marks in the record books at Shelsley Walsh.

Back in June 1936, the legendary Hans Stuck competed here in the 550 bhp supercharged 16-cylinder 5.3-litre Auto Union Type C, matching the course record during practice sessions but slithering up a slippery rain-soaked track during the



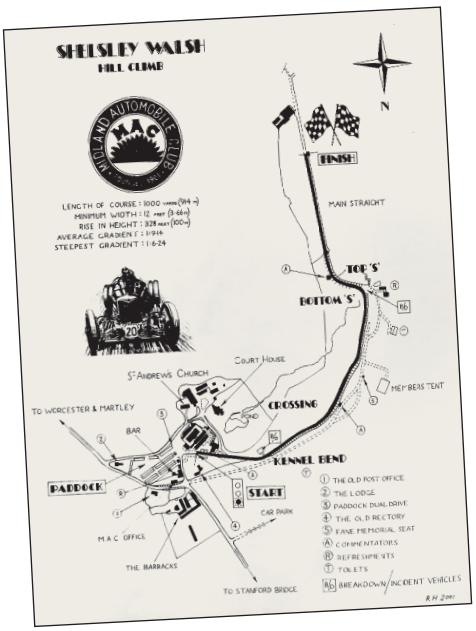




'The Midland Auto Club invited Audi Sport UK to organise a celebratory presence at the July 5 1986 meeting...'

competition, recording a time of 45.2 secs. That was despite having to lift off some 50 metres from the finishing line in order to have enough room to slow down before reaching the parking space at the top!

Fifty years later, the Midland Auto Club invited Audi Sport UK to organise a celebratory presence at the July 5 1986 meeting, and so they sent Hannu Mikkola along in a full-house works Group B rally quattro. Despite never having seen the track before, Mikkola attacked it just like a tarmac rally stage, eventually recording a breathtaking 29.51-second pass – a best time for a closed car but not eligible as a saloon record because the FIA treated Group B cars as sports cars. That same event also saw a special appearance by Neil Corner, demonstrating his 3.0-litre V12-engined 1939 Auto Union with several runs up the hill.



Since then, several well-known names in the Audi motorsport world, including Tom Hammonds, Keith Edwards and Keith Murray, have raced and/or taken class records at Shelsley, so it was with a great sense of occasion and privilege that I found myself rolling up at the start line in one of Audi UK's new RS 3s.

Up until now, my only experience of the track was viewing a few disjointed in-car videos on *YouTube* the evening before and a view from the back seat as one of the resident Shelsley Walsh instructors drove a group of us on a familiarisation run up the track, giving a few pointers about braking points and late apexes.

There are two words to describe those first few solo runs in the RS 3: Intimidating and inhibiting. Intimidating is the only way to describe this track – steep and twisting and only 12 feet wide in places, it's more like a single-track country lane than a race circuit, with steep grassy banks on both sides, in some places lined with solid wooden railway sleepers, with absolutely no run-off, no tyre walls, no gravel traps and no room for error. Inhibiting also, because I'd already looked at the spec sheet for this virtually brand-new RS 3 with its basic £39,995 list price inflated to £51,185 by a whole host of optional extras!

It was certainly a scenario to concentrate the mind and the first couple of runs were made using the principle that 'discretion is better than valour' before gradually picking up the pace. The advantage was that this wasn't a competitive event and there was

'There are two words to describe those first few solo runs in the RS 3: Intimidating and inhibiting...'







'After a few confidence-building runs, most of the rest of the day was spent in a continuous sequence of hillclimb runs, refining the technique each time...'

no official timing, and – driving solo – once we'd covered the first stretch up the hill out of sight towards the left-hand kink called Kennel Bend there were no spectators to impress.

All the same, though, the exercise was to explore the performance and handling of the new RS 3 and it was an opportunity that needed to be exploited. After a few confidence-building runs, most of the rest of the day was spent in a continuous sequence of hillclimb runs, refining the technique each time and exploring a little further into the RS 3's considerable performance envelope...

As the red light switches to green, a strong start was no problem, with the track smooth, warm and dry for maximum traction and the accelerator simply floored hard to get the RS 3 powering cleanly off the line, although eschewing the benefit of launch control which would give the absolute maximum performance.

Starting slightly from the right of centre at the line, straight-lining the first stretch up through Kennel Bend and through the Crossing it's very much a case of keeping things smooth and clean through the centre of the track, with the ominous presence of a steep bank topped by railings on the left and those hefty wooden railway sleepers on the right serving almost like a force field from either side, to keep you centred!

Then into the most tricky part, the double S bends, simply named Bottom and Top, first a hard late apex left-hander with a concrete rumble strip on the edge and then a steep hard right, with tall wooded banks on both sides, deftly avoiding the drain cover on the right, before opening it up fully as you emerge into the daylight onto the final straight, still climbing uphill. Then simply blast it full-bore to the finish line under the banner, typically crossing the line at just under 90 mph before lifting off and flicking down through the gears and braking firmly to bring it all to a halt in time for the right-hand loop around to the parking area.

Then with all the cars in that particular batch having run the course, it's a steady return back downhill using the track itself and turning right and around into the paddock to line up for the next run. In fact, it's only on the descent that you fully appreciate just how steep this track really is.

It's a particularly pleasurable experience in the RS 3 with the windows wide open, enjoying the burble of the five-pot engine and the crackle of the sports exhaust echoing back from the steep banks as you lift off on the overrun, between brief squirts of the throttle and stabs on the brakes to keep it all in check.

Relative times are of academic interest only, and with no definitive official timing the evidence is purely anecdotal, but with smartphones serving as stopwatches some of our number were claiming sub-35 second



'37- or 38-second runs were perfectly achievable after those initial few runs, even while maintaining a suitable degree of reserve...'







runs which is possibly a little ambitious, but not totally implausible. Certainly, 37- or 38-second runs were perfectly achievable after those initial few runs, even while maintaining a suitable degree of reserve.

Fortunately, none of our number pushed it too hard and no-one did anything more than scuff a wheel on the grass bank, with the full complement of RS 3s all fully fit for the drive back to base near Tetbury in Gloucestershire.

All in all, the day was a perfect way to demonstrate the all-round performance and practicality of the new RS 3. We'd previously gathered at Calcot Manor near Tetbury for a cross-country route that took us westwards on the A4135 to pick up the M5 just west of Dursley and then north to junction 11 before striking out west and north again through Eastnor and the network of fast B-roads west of Malvern up towards our destination on the hillside above the River Teme.

A well-chosen route, it gave us the opportunity to sample the RS 3 on a wide variety of roads and different driving conditions, from fast A-roads and a clear motorway cruise to quick winding B-roads, a couple of crawls in heavy traffic through towns, and finishing with some quite fiddly and choppy country lanes. Making full use of the Drive Select to toggle between Comfort, Normal and Sports settings, the RS 3 took it all in its stride – quiet and comfortable when required but switching almost instantly to rorty and sporty when the opportunity arose.

That, after all, is the real forté of this amazing all-rounder – a compact four-door/five-seater hatchback come estate car with decent luggage capacity, that is able to cruise comfortably and trickle along slowly in traffic with effortless tractability, combined with awesome – almost brutal – performance when required, with the all-wheel drive traction, high-performance handling and powerful braking to match.

'With its abilities spanning the range all the way from daily driver to supercar, it is arguably all the cars you could ever need – all rolled into one...'

We'll reserve judgement on its fuel economy until after we've carried out a fully independent road test in the near future, but Audi claims that the new model is capable of nearly 35 mpg on the combined cycle, which means that you should easily see that as a genuine figure on a normal cruising run.

As an all-purpose high-performance road car the new RS 3 is almost unique, certainly the fastest in its class, equally capable of putting in the sort of performance on a race circuit that would shame many purpose-built trackday cars as it is of performing everyday driving duties as an all-rounder for a small family.

The new RS 3 is far from cheap, particularly when endowed with even a few of those extensive (and expensive) options, but with its abilities spanning the range all the way from daily driver to supercar, it is arguably all the cars you could ever need – all rolled into one.



'As an all-purpose high-performance road car the new RS 3 is almost unique, equally capable of performance that would shame many purpose-built trackday cars as it is of performing everyday driving duties..'

We've covered the specification of the new RS 3 already in great detail in our previous article, and we'll be carrying out a full road test before too long, but it's worth taking an overview of the features of the new model as well the detailed specification of the particular car we used for the Shelsley Walsh road trip.

The new RS 3 – a brief synopsis

All-new second generation model, based on the new MQB chassis, stronger and lighter (–55 kg) than its predecessor and with an even greater focus on performance and driving dynamics.

Dimensions *(previous model in brackets)*
Length 4343 mm (4302) Width 1800 mm (1794) Height 1411 mm (1402) Wheelbase 2631 mm (2578) Luggage capacity (std / max) 280/1120 litres (302/1032)

Engine
A new evolution of the award-winning five-cylinder 2.5-litre turbo engine, now developing 367 PS between 5550 and 6800 rpm and maximum torque of 465 Nm between 1625 and 5550 rpm. Powered by the most potent 5-cylinder engine in Audi RS history, the new RS 3 is the most powerful premium compact hatchback currently in production.

Transmission
Faster shifting 7-speed S tronic dual-clutch automatic with optional manual control, with taller seventh gear for improved cruising and fuel economy, latest generation Haldex coupling four-wheel drive system with fully variable torque distribution front to rear plus integrated launch control for consistent maximum standing-start acceleration.

Performance
Acceleration from 0-62 mph in 4.3 seconds (0.3 secs faster than previous RS 3) 0-124 mph in 15.8 secs and a maximum speed (optional derestricted) of 174 mph (normally restricted to 155 mph).

Fuel economy and emissions
Urban 24.8 mpg Extra-urban 43.5 mpg Combined 34.0 mpg and 189 g/km CO_2 (all improved by 12 per cent over predecessor) EU6 emissions compatible.

Brakes
New wave profile brake discs for reduced weight (– 3 kg) and improved cooling, 370 x 34 mm front and 310 x 22 mm rear, with steel friction rings and aluminium brake hubs, 8-piston fixed callipers on front and single-piston floating callipers on rear.
Optional 370 mm diameter vented and cross-drilled ceramic front discs will be available from Q4 2015, for extreme fade resistance and further reduced weight (– 5 kg).

Suspension
RS 3 specific sports suspension (lowered by 25 mm) Audi magnetic ride optional, offering continuously adaptive damping as well as individual selection of damping rates (Comfort, Normal or Sport settings) through the Drive Select system.

Wheels and tyres
Standard 8.0J x 19-inch (ET 49) 5-arm Rotor rims with 235/35 R19 91Y XL R01 tyres. Optional 8.5J x 19 front and 8J x 19 rear with 255/30 R19 front and 235/35 R19 rear tyres.

Lighting
All-weather LED headlights now fitted as standard, with LED cornering lights, and LED rear lights as standard.



Audi RS 3 Sportback 2.5 TFSI
Reg. KW15GXL Basic price £38,820

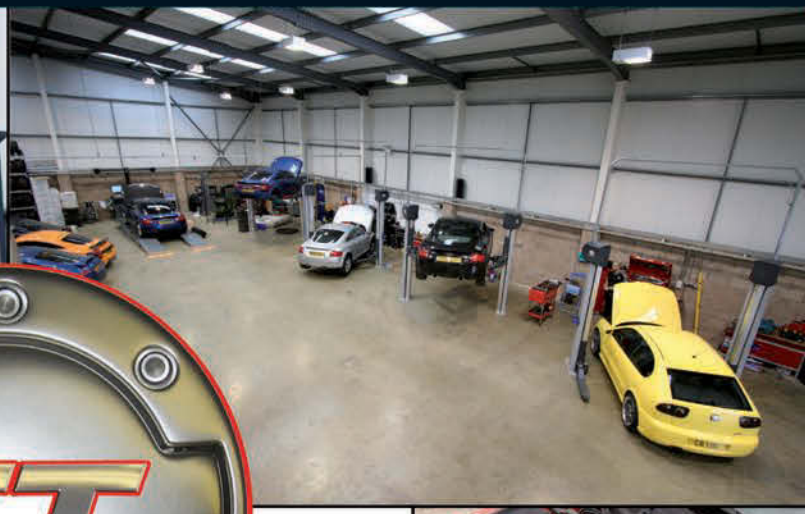
Exterior colour:
Sepang blue, pearl effect £550
Interior:
Black fine Nappa leather with rock grey stitching, S Super sport seats £795

Options
- Comfort and sound package £1,150
- Dynamic package plus £2,495
- Technology pack with Audi connect £1,795
- High gloss black styling pack £695
- Audi Phone Box £325
- Extended mono pur interior finish £295
- Auto-dimming, electrically-adjustable, folding and heated door mirrors £250
- Brake callipers painted red with RS logo £325
- Engine cover in carbon sigma £495
- Exterior mirror housing in body colour £125
- Privacy glass £290
- Carbon inlays* £750
- Optional 5-arm Rotor design alloy wheels in anthracite black high-gloss finish £895

Total cost for test model including delivery charges, half tank of fuel and number plates, road fund licence and first registration fee £51,185

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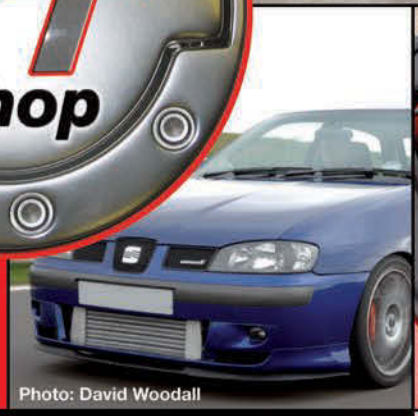


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PHOTOS: **DARREN MAYBURY + AUDI SPORT**



Taking it on the chin



Brian Laban *reports from a Le Mans 24 Hour race with a big difference – this year, Audi did not win…*

WHEN THE inevitable finally happened, and Audi failed to add to their run of 13 Le Mans wins from 16 races, they took it with the best of good grace. Both Head of Motorsport Dr. Ullrich and Chairman Rupert Stadler were among the first to congratulate 2015 Le Mans winners Porsche, even as the final laps were reeling off; and Audi went along to the Porsche after-party with smiles and genuine good wishes. Before the race, Dr. Ullrich had said that the walls between neighbours are the thickest walls of all, but after the race it was obvious that the bonds between the Audi Group neighbours were also the strongest.

While Audi was happy to admit that Porsche won the 83rd Le Mans fair and square, they could also ponder what might have been. Audi, in truth, only opened the door to Porsche with relatively small issues; but, as Le Mans is today, any issue at all can be the difference between winning and losing. Or rather, winning and not winning, because there were no real losers here, in one of the closest-fought Le Mans ever.

It began with huge expectations on many fronts. The 2015-generation LMP1 hybrids (in spite of further regulatory squeezes) have clearly moved on again, especially in the case of Audi and Porsche. Most suspected that the balance of outright speed had shifted demonstrably towards the latter, with Toyota mysteriously going backwards, as its own revised car proved slower, rather than quicker than in 2014.

Welcome newcomer Nissan, with its radical front-engined, predominantly front-drive GTR-LM Nismo hybrid, was (for now) a too-new sidebar. It did, however, earn a lot of respect simply for trying to continue its extremely limited development programme in the most public arena possible.

'It began with huge expectations on many fronts. The 2015-generation LMP1 hybrids have clearly moved on again, especially in the case of Audi and Porsche…'

But in the first two World Endurance Championship races of the year, at Silverstone and Spa, Audi reliability and racecraft had triumphed again over Porsche's obvious speed – so we arrived at Le Mans Test Day on May 31 with more questions than answers.

Would Porsche really be quicker than Audi with their further improved diesel power and all-new low-drag aerodynamics developed specifically for Le Mans' sustained high speeds – where LMP1 prototypes regularly top 200 mph at least four times on every 13.629 km (8.5-mile) lap? Were Toyota really as far off-beam as they looked? Would Nissan pull a rabbit out of the hat? And would whoever was quickest break a







string of long-standing Le Mans records, from outright lap record to outright distance record?

The first two were easy: Toyota really had fallen off a cliff, and Nissan had one to climb. The others were debatable: at Test Day, Porsche were clearly faster than Audi, with Neel Jani's new single-lap mark of 3m 21.081 already under Toyota's 2014 pole time. It was only a pointer to ultimate pace, though, after too few dry windows in the two four-hour daytime sessions, also compromised by a dirty track that never properly cleaned up.

On the face of it, Audi, who only managed third, fifth and sixth among the Porsches, were maybe a second-and-a-half shy. But having moved up to the maximum 8 mJ hybrid division this year, while Audi stays at 4, it was a given that Porsche should top the single-lap sprint. That said, they wouldn't necessarily be able to deploy the full 8 mJ bang on every lap (because of battery-hybrid recycling limitations) while Audi's flywheel-based system could apparently recycle its more conservative 4 mJ all day long. It also looked as though Porsche had no significant petrol versus diesel fuel-ration advantage, and that Audi was essentially happy with what little it had been able to deduce about potential tyre life and performance.

'Audi's menacing long-run pace suddenly hinted that we might yet have a race...'

So we all left Test Day still dreaming of potential records, while fearing that with the apparent gaps in outright pace it might not be the closest race ever. But, almost as soon as practice and qualifying proper started on Wednesday and Thursday before the race, we had to reboot our expectations once again.

Like Test, qualifying wasn't desperately exciting, apart from another stunning lap by Jani that put the number 18 Porsche on pole with 3m 16.887, almost five seconds under the 2014 pole, nearly two seconds under the qualifying record for this configuration of the circuit (by Sarrazin's Peugeot in 2008), and tantalisingly close to the all-time, all-circuit, pre-chicane 3m 14.88 by Hans Stuck's Porsche 962 in 1985!

But, while the gap from Audi to Porsche was bigger than ever, and while Dumas, Jani and Lieb's black No. 18 919 Hybrid headed Porsche's first three places on the grid, Audi's menacing long-run pace suddenly hinted that we might yet have a race, not just a record run in prospect.

When all three Audi R18 e-tron quattros were in front of the three Porsches during a dry Saturday morning warm-up, with the number 9 car of Albuquerque, Bonanomi and Rast setting Audi's fastest lap of 2015 so far, it looked more intriguing still. And when the flag dropped at three o'clock on Saturday afternoon, in front of a record crowd of 263,500 spectators, all the earlier numbers looked irrelevant...



‘Le Mans 2015 settled down not into a steady run, but into a full-blown lap-by-lap fight – between Porsche and Audi...’

Even by recent Le Mans standards, the opening laps were extraordinary – not just for the pace but for the fact that the six leading Porsches and Audis simply weren’t stringing out gaps at all, they were pounding around in one compact bunch, nose-to-tail, often door-to-door. And, amazingly, the Audis were soon infiltrating the Porsche convoy.

It wasn’t just promising to deceive, as Le Mans 2015 settled down not into a steady run but into a full-blown lap-by-lap fight – between Porsche and Audi, but also between each of the Porsches and each of the Audis. It continued way past the first fuel-only stops, and while Porsche were gaining with shorter fuelling times, Audi eventually seemed to be fighting back with longer tyre stints – plus the ability to set fastest laps very late in their tyre life.

Through the race, the official lead changes (at the end of each lap) ran: 17 Porsche, 7 Audi, 17, 7, 17, 7, 17 Porsche, 9 Audi, 17, 9, 17, 9, 17, 9, 19 Porsche, 17 Porsche, 19 (approaching midnight), 7 Audi, 9 Audi, 19 Porsche, 7, 19, 7, 19, 7, 19, 7, 19...

Thereafter, for the final eight hours, the number 19 Porsche of Nico Hulkenberg, Earl Bamber and Nick Tandy never actually lost the lead, but neither did it have the space to breathe, being hounded both by the number 17 Porsche of Timo Bernhard, Brendon Hartley and Mark Webber, and in turn by all three Audis – Marcel Fässler, André Lotterer and Benoît Tréluyer in number 7, Lucas di Grassi, Loïc Duval and Oliver Jarvis in number 8, and Filipe Albuquerque, Marc Bonanomi and René Rast in number 9.



The pace was also astonishing: Bernhard in the number 17 Porsche was first to set the lap target, at 3m 21.119 on lap 2, again below the 2014 pole, and in succession it was lowered by Lotterer, Jani, Bonanomi, Jani again, Bernhard, Lotterer, Albuquerque twice and finally by Lotterer on lap 337, who left it at 3m 17.475 – easily the fastest ever race lap on this circuit.

Unfortunately, in spite of 13 spells officially in the lead and six of the 10 fastest lap marks, Audi’s luck was starting to falter. The first big glitch was just before three hours in, when Duval in the number 8



'Except for a few hours during the night, the Audi was the fastest car on track. But that's not enough in such a tough competition...'

Audi was tripped up by a gaggle of mainly GTE cars in the confusion of a Slow Zone activation and nudged into the armco, wiping the nose off the R18. He soon got back to the pits for a new nose, and confirmation of no further damage, but ironically was delayed in rejoining because of the Safety Car his own accident had triggered.

The number 7 Audi had a slow puncture, agonisingly soon after a routine pit stop, so had to stop again, and also had a mysterious problem at around seven on Sunday morning with loose and damaged rear bodywork – again quickly repaired, but taking it two laps off the fight, compounded by a drive-through penalty four hours later for a yellow flag moment. The worst of Audi's problems fell to the hard-chasing number 9 car, which developed hybrid-drive issues that in turn caused driveshaft damage prompting a suspension change.

The clincher, though, was that Audi, as they knew they would, lost pace to Porsche when the temperatures dropped overnight, partly because of Porsche's hybrid system being happier in cooler conditions and partly because of how the tyres were performing. But the gap was bigger than predicted, and the cool period lasted longer, and on top of Audi's niggling problems described above, the door gradually closed.

Because of Safety Car and Slow Zone periods, it closed too on the chance of the outright distance record, but astonishingly only by a couple of laps, at 395 to the record 397 – another indication of how extraordinary the pace had been during unrestricted running.

So, Porsche was back on the top step for the 17th time, after a gap of 17 years, and Audi maintained its honour with a 17th consecutive podium in 17 appearances, with Fässler, Lotterer and Tréluyer a fighting third.

It was a brilliant race, and a fair outcome, summed up nicely by Duval: 'Except for a few hours during the night, the Audi was the fastest car on track. But that's not enough in such a tough competition. You also need a little bit of fortune and we didn't have that today'.

They gave it a hell of a go, though!

RESULTS

1	**Hülkenberg / Bamber / Tandy (No. 19 Porsche 919 Hybrid)**	**395 laps**
2	**Bernhard / Webber / Hartley (No. 17 Porsche 919 Hybrid)**	**– 1 lap**
3	**Fässler / Lotterer / Tréluyer (No. 7 Audi R18 e-tron quattro)**	**– 2 laps**
4	di Grassi / Duval / Jarvis (No. 8 Audi R18 e-tron quattro)	– 3 laps
5	Dumas / Jani / Lieb (No. 18 Porsche 919 Hybrid)	– 4 laps
6	Wurz / Sarrazin / Conway (No. 2 Toyota TS-040 Hybrid)	– 8 laps
7	Albuquerque / Bonanomi / Rast (No. 9 Audi R18 e-tron quattro)	– 8 laps
8	Davidson / Buemi / Nakajima (No. 1 Toyota TS-040 Hybrid)	– 9 laps



Dr. Wolfgang Ullrich
(Head of Audi Motorsport)

'At Le Mans, you can't assume that you're going to win the race every year. Still, that was clearly our intention. We showed that, based on last year's Audi R18, we'd developed a fast car that was in contention for victory across large parts of the distance. This was also possible because we've got three very strong driver pairings. During the night, we lost some time and were a little unfortunate with our two best-placed cars as well. In the morning, we encountered some more difficulties. But when you have as strong a rival as we did at Le Mans, you've got to be perfect to win.'

Chris Reinke
(Head of LMP at Audi Sport)

'We had all the possibilities in our hands when we arrived here. We brought along an outstanding vehicle. And throughout the whole week, the team did an impeccable job as well. The drivers can't be blamed in any way either. But at Le Mans you simply need that famous bit of fortune in order to be successful – and that was clearly on the side of our strong competitors today. Congratulations to Porsche Motorsport. They had ambitious plans just like we did and achieved everything today.'

André Lotterer
(Audi R18 e-tron quattro No. 7)

'It wasn't an easy race. We fought hard, but unfortunately had a few difficulties too many. That's why we have to be happy with third place. We're going to learn from the mistakes and come back stronger next year. Fortunately, in third place we've scored a lot of points for the drivers' world championship. That's still our goal.'

Oliver Jarvis
(Audi R18 e-tron quattro No. 8)

'Following Loïc's (Duval) accident, I thought our race was over early. But the mechanics from Audi Sport Team Joest sent us back out on track in an incredibly short period of time. A huge thankyou for that. Still: finishing fourth when you've got the potential of at least clinching a podium is a disappointment. Congratulations to Porsche on winning. Next year, we're going for revenge. For our trio this was the first joint Le Mans. We've become a really close squad here - we're going to benefit from that in the coming races. I'm already looking forward to getting into the car again.'

Filipe Albuquerque
(Audi R18 e-tron quattro No. 9)

'After I didn't get to drive in my Le Mans debut last year, I was even more excited about our run. For a long time, things were going really well for us. I felt like I was at home in our Audi and my team-mates did a fantastic job too. Up until the morning hours, we put the Porsche cars under massive pressure. Unfortunately, an issue with the hybrid system took away all our chances. I think it was obvious that, without these issues, we could have finished on the podium.'





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The soft option

We take a look at another of Jit Vara's daily drivers, this very nicely restored Final Edition Cabriolet…

PHOTOS: **NEIL BIRKITT**

LAST MONTH we featured Jit Vara's much-modified Series 1 S3, and most owners would have only one such story to tell, but in conversation with him it soon became clear that Jit is not only a performance enthusiast but also a real Audi aficionado. He has owned numerous examples, with the current collection also including an A4 Avant quattro Sport, for family duties, and this Final Edition Audi 80 2.6 V6 Cabriolet.

Jit takes up the story: 'Last October, I found myself needing a low-budget but reliable 'station' car and I was originally looking for a Polo or a Lupo or even a high-mileage A3 for about a thousand pounds. I was doing broad searches on the *Autotrader* website, looking for VWs or Audis within 30 miles, with a maximum price of £1,000, and lots of interesting cars came up, but this one just caught my eye and I was instantly hooked…

'With hindsight, I think the car would've had to have been really rough for me not to buy it, as in my mind I'd already bought it even before I went along with my Dad to see it, as I just loved the colour combination of Ming blue (normally only available on S models) and cream leather.

'There was a good reason it was only £1,000, because it was far from perfect, but in my eyes it was a diamond in the rough, with the rubber door trims hanging off, as the metal retaining strips rust out. There was also a deep dent on the driver's door, the plastic rear window was cracked, the roof was mouldy, it had an incorrect Audi stereo that didn't even fit the dash – it was just pushed in! The remote central locking wasn't working, the airbag warning light was on, the driver's seat had a small hole and the leather trim looked very dirty. Oh, and the alloys needed a refurb…

'There was a good reason it was only £1,000, because it was far from perfect, but in my eyes it was a diamond in the rough…'

'Also, only when I got there did the seller tell me that it had a rough running issue, although he assured me he'd driven it there with no problems. Most people would have walked away, but I saw it more as a challenge and after we came to an arrangement about the price I was on my way home.

'There were a few plus points in that the hood went up and down perfectly, it was HPI clear and had verified mileage –







only 64,000 miles – and on the test drive there had been no dodgy clonking or banging. In fact, I was really surprised how quiet it was in the cabin, considering how old these 80 Cabrios now are.

'Things didn't get off to a great start. I live in a quiet leafy cul de sac, which has a small layby and so I thought I'd leave the Cabrio there out of everyone's way, but it was just my bad luck that a random DVLA van drove through the same day checking for untaxed vehicles. I hadn't looked into the fact you can buy car tax online instantly now – I was waiting the post office to open on Monday. It was a Sunday, but to cut a long story short my car was towed away – I'd not even had her for 24 hours. So, I went and got it taxed first thing Monday and released from the pound, but it wasn't a great start to my ownership!

'Things didn't get off to a great start – the car was towed away and I'd not even had her for 24 hours...'

'With the car taxed and retrieved, on the Monday evening I set about trying to fix the rough running problem, and after some online research I realised that there were a lot of possible causes. The likelihood of vacuum leaks was one explanation that kept cropping up, as was the idle control valve not working correctly. Another common fault that emerged was where you'd get rough running after the battery had gone flat, and then the car was jump-started, which is exactly what the guy I bought the car from had done. To resolve the issue, it was simply a matter of disconnecting the battery for 20 minutes and connecting it again, so I did this and – hey presto – she was purring. I can't believe how quietly she now runs, which further confirms the mileage.

'Next on my priority list was getting the remote central-locking system working, as putting an old-fashioned key in an old-fashioned door lock was not what I wanted to do. More research online found that it could be the battery in the remote, so that was replaced and the remote synchronised with the car and it was soon all working again.

Next job was getting the cabin water-tight; the taped-up rear window was holding, but it wasn't easy on the eye. I had Tony at











Soft Tops Convertible Specialists in Coventry replace the rear window and also asked him to steam-clean the hood and he's done an amazing job – the roof now looks like new. He also greased all the parts that need to be done and the roof now works so smoothly. I was really impressed by the service.

Now it was time to deal with the more cosmetic issues and so I first turned my attention to the wheels. I remembered, from when these cars were new, that there was a spokey design 17-inch wheel fitted called a 'Bolero' so my search began, to find a set as they are a very rare option on these cars. I found a few sets on *eBay* but they all needed tyres and a refurb, but while I was online I came across a website/forum called *classic-audi.co.uk* and so I registered and placed a wanted ad. Soon afterwards, a set was sourced from a friendly chap up north.

The wheels were mint, refurbished to their original specification with the polished lips, new centre badges and some great tyres – Michelin Pilot Sports. Even better was that I sold my old wheels to another member of the forum.

'Next I spoke to my friend Damien in the parts department at Hitchin Audi and I splashed out the cash on a new set of the rubber trims that run along the bottom of the doors – they are very expensive for what they are! I then had a local bodyshop colour-code them, along with the sills and the bottoms of the front and rear bumpers. Let's be honest, this is how the Final Edition should have left the Audi factory. They also fixed the dent on the door and the cabriolet was now looking pretty amazing.

'The last thing on the list of jobs to do was to sort out the interior. I sourced an



AUDI INTRODUCED the Final Edition Cabriolet in 1999, just prior to the end of production, specially for the UK market.

Three models were available: 1.8 20V, 2.6 V6 and 2.8 V6, each with power-operated hood and with leather upholstery on the V6 models. It had 7x15 six-spoke alloy wheels as standard on the 1.8, 7x16 eight-spoke alloys on the 2.6 and 8x17 10-spoke alloys on the 2.8, with 225/45 tyres.

There were two individualisation packages. Pack A, costing £564, consisted of a colour-matched leather-trimmed steering wheel, with matching gearknob, gearshift gaiter and handbrake grip. Pack B, costing £1580, added an exclusive interior colour, while a combination of leather and Alcantara was available at no extra cost.

We road-tested a yellow Pack B car, with the 174 PS 2.8 V6, in the July/August 2000 issue of *Audi Driver* and we featured a model profile of the Audi Cabriolet in the January/February 2002 issue.

'Wherever we go she gets admiring looks. I was told by someone that she is one of the nicest Audi 80 Cabrios he's seen...'

original Cabrio Delta stereo from *eBay* for £10 but there was no security code, so my friend Damien came to the rescue as he somehow managed to track a code down from the motherland, using the serial number. The stereo is now installed, connected to the original CD autochanger in the boot, and all is working perfectly.

'I then took the car to a local leather trimmers, Bespoke Auto Interiors (BAI) based in Pulloxhill, Bedfordshire, where they replaced the panel on the driver's seat, and the rest of the leather interior was recoloured. They did an amazing job and it now looks like new.

'Most recently it has had a cambelt and water pump service, only using genuine parts and this is how she is now, project over and wherever we go she gets admiring looks. I was told by someone that she is one of the nicest Audi 80 Cabrios he's seen.

'I feel I have brought her back to a show-winning car, but unlike my S3 I have tried to keep it as original as possible – she was nearly there, but just needed a little help to get her back to her former glory.'





Contacts

Soft Tops Convertible Specialists (STCS)
www.softtops.org.uk

Bespoke Auto Interiors (BAI)
www.bespokeautointeriors.co.uk

Jit would also like to thank Damien and his team in the parts department at Hitchin Audi (Tel: 01462 378 133) for all their help.





How secure is the technology?

Christopher Poulin, *a research strategist with IBM Security Systems, asks the question...*

FOR MORE than a century now, the car has been an isolated machine, its single most important purpose the transport of passengers from one place to another. The automotive industry has slowly begun to change, however, and the last decade has seen the fastest acceleration of this since Henry Ford's famous assembly line invention back in 1913.

Computer technology is pervading traditional automotive industry technologies to support regulatory requirements for safety, emissions control and fuel efficiency, as well as comfort, convenience, communications and entertainment. Technology is providing manufacturers with unique selling points to set themselves apart in increasingly crowded market places.

The advent of a perpetually connected society has naturally expanded into the automotive field. Consumers want to play music from their smartphones through their car speakers, make hands-free phone calls with information displayed on their console, start their engines and warm up or cool down the cabin while still in line at the local shop, and that's only the start of it.

In effect, car owners now want their vehicles to become a personal node on a network of rolling, connected devices, and the Internet of Things (IoT), is creating a paradigm that enables possibilities that may even now be considered as straight out of the pages of science fiction.

The IoT is composed of connected industrial devices, home appliances, building and city control systems, vehicles, and even wearables and implantable devices that connect people to the internet. What differentiates IoT devices from general purpose computers is the ability to operate and intercommunicate without requiring human-to-computer interaction. Think about washing machines that can order detergent when they detect you're running low, vehicle assembly robots that detect sporadic component malfunctions and request maintenance before they fail, or vehicles that communicate with each other to prevent rear-end collisions.

The United Nations, along with a number of global analyst firms is predicting some 200 billion connected 'Xs' by 2020 and by 2025 the global IoT industry could be worth as much as £4 Trillion. The IoT represents big news and even bigger opportunities and the automotive industry is poised as one of the first to benefit.

Some possibilities are amusements, such as a music streaming service suggesting tracks to accompany a picturesque roadway, based on the car's geolocation; while other uses for the IoT are genuinely ground-breaking, offering enhanced efficiency and safety. For example, car service centres are tracking sensor data to predict when routine or remedial maintenance is needed for components such as brakes and automatically schedule the vehicle for an appointment. Insurers are already capturing driving behaviours and tracking journeys to calculate more accurate policies, and car and road sensors could combine to govern and regulate the flows of traffic in city centres or alert drivers to dangerous conditions ahead during periods of inclement weather.

But this functionality comes with risks and potentially serious consequences. Researchers have already proved that modern, computerised vehicles can be hijacked with just a laptop computer and off-the-shelf software. The consequences range from the innocuous, displaying false telemetry on the dashboard, to the truly disturbing, wresting the steering away from the driver and even applying the brakes or switching off the engine remotely when the vehicle is at high speed on a crowded motorway.

As with all online and connected devices that create data, carmakers need to consider how to prevent these serious hacks and cyber-attacks, as well as threats to private information created by all the sensors of a connected vehicle. Just as you wouldn't buy a car without an airbag, consumers should be demanding protection for their data. The IoT and connectivity space is forcing carmakers to look at driver safety from a wholly new point of view: data privacy.

'Driver safety will always be a core priority for carmakers, the only difference being that it must now include protection against all sorts of digital and online incursions too...'

According to Ernst & Young's February 2015 report on 'Discovering the Digital Future' more than 100 million cars are expected to have some form of connectivity by 2025, so the writing is on the wall for connected car security, safety, and privacy. We must act now or bear the consequences.

Because many of the technologies involved in connecting vehicles are relatively new - especially for the automotive industry - and the technologies themselves are still evolving, there are associated security risks for consumers and manufacturers.

Automobile manufacturers, dealers and repair personnel must adapt to new technological concepts and production methods, not just to ensure the safety, efficiency and comfort of drivers and passengers, but also to ensure their privacy and data security. Each software and hardware component and system should be designed with security as a first-order requirement. As the vehicle is assembled, integration introduces additional threats by expanding the points of exploitation.

Driver safety will always be a core priority for carmakers, the only difference being that it must now include protection against all sorts of digital and online incursions too, and it's not only wireless networks that expose a vehicle to attack. It has also been proved that it is possible to infect a vehicle by inserting a CD or USB drive containing malware, which can modify firmware on the car's electronic 'brain'.

The IoT is here to stay and so is the connected car. Much as we expect anti-lock brakes, airbags and seat belts as standard features rather than retrofitted options, today's consumers should be demanding digital security that is delivered unobtrusively within their vehicles.

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On the right track...

After fitting an H&R suspension kit, it was time to get the geometry of the TT fully readjusted, as **Andrew Chapple** *reports...*

IN THE LAST episode, Project TT was fitted with an H&R Cup suspension kit to replace the tired original hardware, with a view to improving its dynamic ability in preparation for fast road and some trackday use, although trading a degree of ride comfort in the process.

The design of the TT's suspension allows a significant amount of adjustability but this can also mean that incorrect alignment is a distinct possibility, even without any work having been carried out, as a result of potholes, speed humps and kerb impacts. In fact, even brand-new cars can be delivered with the suspension geometry outside of the factory's own specifications, such is the nature of mass production.

Of course, any time that the suspension is taken apart then there's scope for misalignment to occur on reassembly, and initial test drives with the new suspension fitted, but with the suspension geometry not yet corrected, revealed just how much of an effect incorrect alignment can have. Bump steer, aquaplaning and reduced grip levels were all in evidence, making what had been a previously sweet driving car considerably less enjoyable.

As a result, a thorough 4-wheel alignment session ascended promptly to the top of our still extensive 'to do' list, and what better place to have this work performed than at the TT Shop in Bedford.

Not only do they have the right equipment but, unlike so many workshops who have 'all the gear but no idea', their experience of how to get the best out of the TT on both road and track is second to none, although they are equally happy to apply their skills to any make or model.

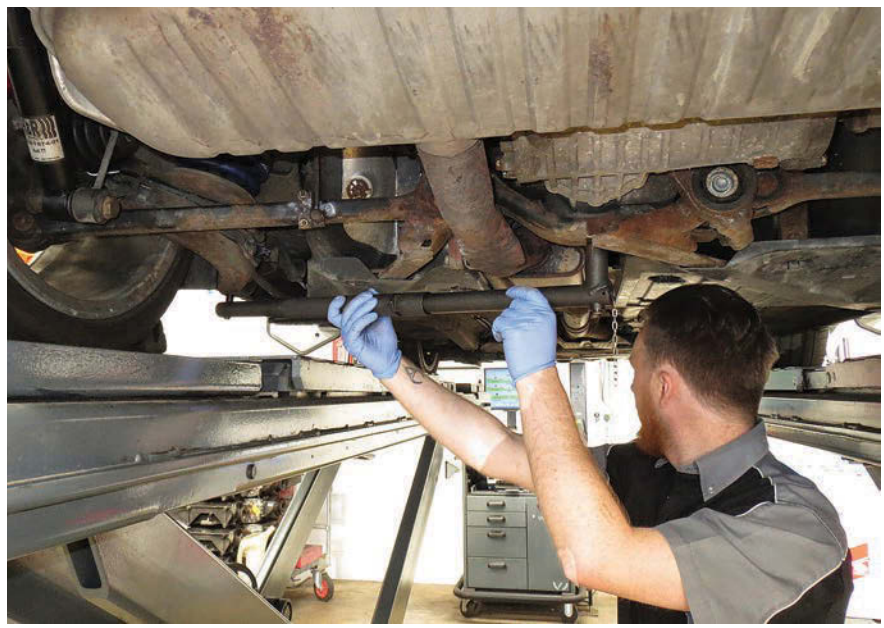
Their 'gear' consists of the highest specification version of the latest Hunter alignment rig, combined with a Maha scissor lift, a combination of equipment which is an exact match for that used at the VW Group technical training centre.

Once the car was carefully installed on the rig, the alignment process commenced with Hunter-trained technician Shaun Partridge asking questions so that he could fully understand my requirements. These consisted of why I felt alignment was required and what kind of driving the car was to be used

'Initial test drives with the new suspension fitted, but with the geometry not yet corrected, revealed just how much of an effect incorrect alignment can have...'







for. He concluded that a 'Fast Road' setting was the most appropriate compromise between road and track use as it differs from the standard specification by adding a small amount of negative camber to the front wheels, but not so much that tyre life is significantly affected.

Shaun started at the rear, where the only adjustment possible is to the 'toe', the alignment of the wheel and tyre in relation to the centre line of the vehicle. On the TT this is adjusted by loosening the nuts and bolts which secure the trailing arms to the chassis, allowing the arms to be rotated slightly in their slotted mounting holes.

On my car, although the total toe which averages the amount on each side across the axle was just within specifications, there was excessive toe on the left-hand side and too little on the right. Using a special tool which braces to the subframe, Shaun performed as much adjustment as possible, evening out the two sides, but due to wear in the bushes the excess toe in the left-hand side could not be fully adjusted out and six minutes remained. He didn't think this would be a problem as it was now a relatively small amount and the total toe was well within specifications.

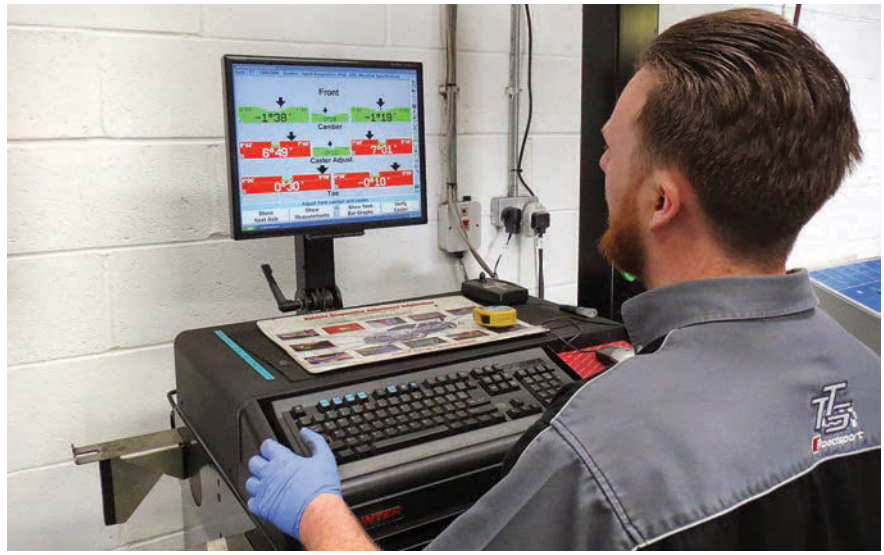
'A 'Fast Road' setting was the most appropriate compromise between road and track use...'

As we mentioned in the last issue, lowering a TT can make the rear camber fall outside of specifications and, with no adjustment possible, the only way around this is to fit aftermarket adjustable tie bars. Due to the modest lowering provided by the H&R suspension kit, though, the majority of which was on the front axle, our TT's rear camber was pretty much perfect as it was.

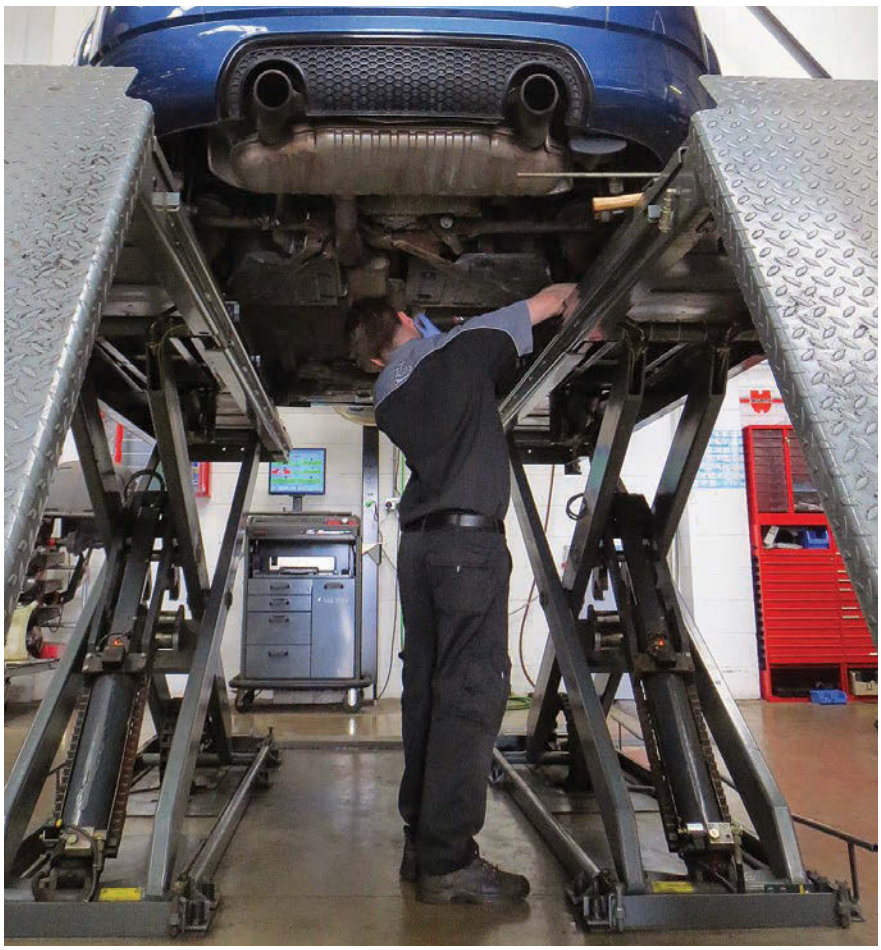
On to the front, where both camber and toe can be adjusted. The front wishbones have elongated 'slotted' bolt holes where the ball joint attaches to them and it is the relative position of the ball joint on the wishbone which determines the amount of camber.

On installation of the new hardware, the ball joints were attached fully inboard on the wishbones, which had the effect of reducing any negative camber and possibly even turning it positive. If ever there was





Above: *The front wishbones have elongated 'slotted' bolt holes where the ball joint attaches to them and it is the relative position of the ball joint on the wishbone which determines the amount of camber.*



'If ever there was a reason to have your suspension set up professionally, this was it...'





a reason to have your suspension set up professionally, this was it since what was previously a sweet driving car became a bump-steering, tramlining pig, and even aquaplaning was noticeably more prevalent.

With the car driving like this, I was dreading the 70-mile journey to the TT Shop, so I decided to move the ball joints outwards to the halfway mark and suddenly the car was transformed. In fact, the series of roundabouts through Milton Keynes, en route from Birmingham to the TT Shop's workshop at Bedford, provided a good test – so much so that I hoped Shaun wouldn't have to change things too much, as it was handling so well!

The Hunter confirmed my suspicions, with the front camber well within specification on both sides, the left side having a little too much which explained why the handling was so good, especially on roundabouts, but as this was a little excessive for road use Shaun reduced this by matching it to the right side.

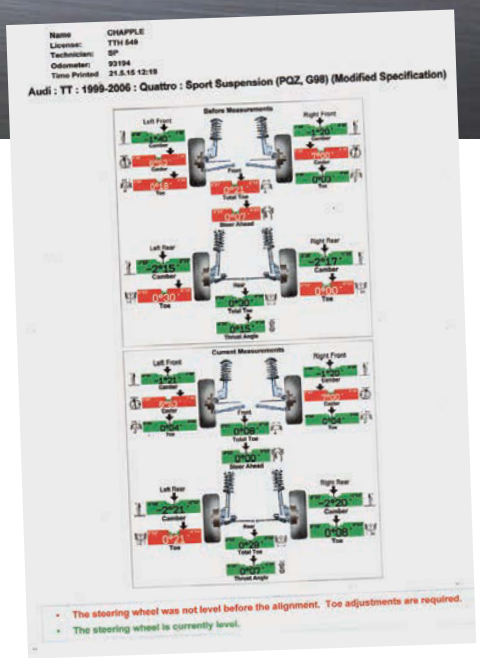
With the camber set, toe can now be adjusted and this was well out of spec on the left, probably due to the excessive camber so Shaun set this to exactly mid-way within the tolerance allowed.

Even though it's not adjustable, the Hunter system also measures caster which was slightly out of tolerance on my car, not

'With the camber set, toe can now be adjusted and this was well out of spec on the left...'

unusual on the Mk 1 TT and of very little influence to the handling. The TT Shop do offer a solution for this, using SuperPro replacement polyurethane wishbone bushes which can be adjusted on installation to neutralise any out of spec caster, or to increase caster for performance handling, but my car wasn't sufficiently wayward to justify this. Increasing caster angle







PHOTOS: **NEIL BIRKITT**

improves directional stability at high speed and the self-centreing effect of the steering after cornering.

On completing the work, Shaun presented me with an easy to understand printout which depicted the before and after settings, after which he took the car for a test drive to make sure the data was reflected in the driving experience.

The drive back to Birmingham confirmed that the now properly set-up H&R suspension offered a distinct step forward in the driving dynamics of the previously sloppy feeling TT with an increase in steering feel, stability and grip all apparent, along with a reduction in body pitching under braking and acceleration.

The only trade-off is a slightly firmer ride, which is now similar to that of the Mk 4 Golf R32, one of the hardest riding production VW Group cars, but sitting in the TT's spartan bucket seat, the ride is now more in keeping with the rest of the car's track aspirations. If only it was so easy to upgrade the driver!

'The drive back to Birmingham confirmed that the now properly set-up H&R suspension offered a distinct step forward in the driving dynamics...'

Prices (The TT Shop)

Front wheel adjustment only	£69.99
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SUSANNE ROEDER

The success story continues...

Rupert Stadler shares his vision of a bright future.



"WE DELIVERED more than we promised," is how Audi boss Rupert Stadler summarises the Audi financial year 2014 to *Audi Driver*. He has every reason to be satisfied with 1.74 million customers buying a new car with the four ring emblem and the company posting record sales and growth in all regions of the world.

Rupert Stadler has the relaxed and confident air of a man who is very much on top of his game. While very focused, single-minded and emphatic in his approach, he does not set out to make waves and never loses his temper. He can sometimes appear aloof but, by all accounts, this all changes when he's watching his beloved football! This down-to-earth character has proved to be just the man to steer Audi AG along the road of steady sustainable growth and his programme of works and projects in the pipeline promise much more to come.

Even with the continuing rollout of 'smart' factory processes, in which robots play an increasingly important role, Audi has a workforce of 80,000 with 8,190 new recruits in the last 12 months, and a further 6,000 planned for this year. Apart from building a new production site in Mexico and investing many millions in a new plant in Brazil for the A3, the company has continued to expand its German plants.

"As you would probably expect from us, we aim to achieve new records. This means that we intend to continue our global growth in 2015, in all regions – and faster than the world market!" the CEO proclaims with ambition and confidence. He tells us that in spite of a record investment for the company of 24 billion Euros worldwide in the next four years, the Board of Directors are confident of maintaining profit margins at a healthy 8 to 10 per cent.

12 new models will be launched this year alone. The target is to raise the product range from the present 52 to about 60 different models by 2020. In the UK sales of 182,011 cars last year represented a rise of almost 12 per cent. The strong growth was and continues to be driven by the popular SUV models. The second-generation Q7 has just reached the showrooms, but this is far from the end of the Q story. Three further variants will be introduced by 2019 starting with the smallest Audi SUV, the Q1, in 2016, a sporty electric version planned for 2018 and the Q8 in 2019. ➔

'Rupert Stadler has the relaxed and confident air of a man who is very much on top of his game....'





'The new Q7 claims to be the lightest, most efficient and best appointed sports utility vehicle in its class...'

Stadler expects this sector to be the main growth area and claims that Audi is already the leading SUV brand worldwide.

SUVs are the fashion

Since 2010 Audi's SUV segment has grown by an astounding 75 per cent. "This shows that our Q models are giving drivers what they're looking for." Overall this sector makes up 22 per cent of the total vehicle market but, significantly, 34 per cent of the premium market.

The Q7 has just been heralded as best in class by setting new standards with its vast array of infotainment features and on board assistance systems. The Virtual Cockpit, first introduced in the third-generation TT, is an industry benchmark. Other firsts are the Predictive Efficiency Assistant adapting the preselected speed to the route, the car's turning circle which has been reduced by a full metre, and the latest model's weight saving of up to 325 kilograms. And, of course, the sporty 1.9-ton vehicle has become significantly more efficient, on average consuming 28 per cent less energy. In short, the new Q7 claims to be the lightest, most efficient and best appointed sports utility vehicle in its class.

Apart from expanding its Q family, Audi has sharpened its sports brand image further by reinforcing the top segment with 10 new S and RS models. This has been well received by the customers who bought a third more of the high-performance models in the last year.

Q3 and Q5 are world leaders in their segment, and the new Q7 for many people represents the ultimate luxury crossover, which is why Stadler feels confident that the second generation will succeed in securing a bigger share in the hotly contested upper premium end of the SUV market. After all, more than 530,000 units of the first generation have been sold, with sales increasing by five per cent worldwide last year, in spite of the new Q7 being in the offing.

The typical Audi SUV driver wants to personalise their Q model and is therefore prepared to spend plenty on the apparently endless array of available extras.





Hybrids – the cars of the future

But why the huge investment in plug-in hybrids? Stadler is confident that this category will increasingly be the preferred choice of their customers and the company intends to continually increase the number on offer. The Q7 can be had both as petrol and as diesel plug-in hybrid, namely the six-cylinder TDI or Turbo FSI. For China, due to its specific tax system, there will in addition be a four-cylinder TFSI making it a new energy vehicle below the taxable engine capacity. "We are convinced that for this car category it is the appropriate technical solution. You have a 53-km electric-only capacity on board which you can use for emission-free travel or as boost energy when overtaking. Plus you have less peak consumption than a solely combustion engine," (Of course, there is the not inconsiderable perk of London Congestion Charge exemption).

Stadler therefore firmly believes that a range of between 800 and 1,000 km, combining a sporty and everyday vehicle



will push the success story of the Q7 to further heights. He went on to say how impressed he felt when driving the four-cylinder Q7: "Some six years ago, we would never have believed that such a car – remember we are talking of some 1.9 tons – could have such agile handling." Stadler is certain that even the everyday 'normal' driver is bound to feel comfortable with the easy manouverability of the big car.

"Some six years ago, we would never have believed that such a car – remember we are talking of some 1.9 tons – could have such agile handling."

Raising e-mobility to a new level

"We have a trump card!" Stadler went on to explain the Audi strategy whereby the driver of one of their electric cars must never feel they have had to sacrifice any boot space. "As for our hybrid cars, our competitors were really surprised to find that the load size of our A6 L e-tron which we specifically produce in China for the Chinese market, is vast. This is simply because we have found a way to store the battery under the floor." Obviously, Audi has learnt from the A6 and A8 hybrid versions from four years ago, where customers took exception to the small boot.

With this new technological concept the plug-in hybrid will be introduced to more or less each product range – the modular platform for longitudinally-mounted engines (MLP) having long been made ready, leaving the decision up to the managers where a hybrid makes most sense.

As to the future of mobility solutions Rupert Stadler proudly announced that "in the long term, we as a high-tech brand, will raise electric mobility to a new level." Simultaneously while pushing ahead with the hybrid, Audi is developing the next generation of Battery Electric Vehicles (BEV). "For the next electric car alongside the R8 e-tron, we have set a target range of more than 500 km. This is the level of technological maturity we mean when we talk about electric mobility with everyday practicality."

Having reached that level, Stadler has heightened expectations with the announcement of a "beautiful BEV" to hit the road by 2018 - without disclosing exactly what it might be. All we learnt was that it will not be a fully electric A6 or A8. In fact, it will not be a limousine, but "something extremely chic", namely a so-called SAV (Sports Activity Vehicle) allowing space for four to five persons and the promised range of more than 500 kilometres.

The electric crossover will accelerate from zero to 100 kph (0-62 mph) in less than 3.4 seconds and boast a top speed of 150 mph. This will be a car close to the Q family. Audi, of course, has China on their minds where the population has begun to enjoy spare time driving out into the country with the family, and also experiencing rough terrain in a car that can handle all of this with ease.

'The car' has not yet been assigned a name. What is certain, however, is that technology has been improved so much that the battery can be 80 per cent charged in three quarters of an hour, with a 20 per cent improvement on that figure expected by 2018. ➔









Piloted driving

"In future, you will be able to manage your private life and work from your driving seat. This is why we say 'The car becomes more than just a car.'" Stadler tends to wax lyrical about the possibilities of digital connectivity. For instance, Audi has just started 'Audi connect easy delivery', a pilot project whereby customers can have parcels delivered to their Audi. The courier knows where the Audi is and can open the boot once to place the parcel inside it.

Alongside all this, the vision of piloted driving – this is the Audi term for autonomous driving – is taking shape. "While you are managing your world, your car will be driving itself." The two A7s nicknamed 'Bobby' and 'Jack' have demonstrated the advanced skills of piloted driving both on the race track and on the road. The Q7 with its Predictive Efficiency Assistant, Adaptive Cruise Control and AutonomousTraffic-Jam Pilot is a harbinger of further technologies to come. The A8 will take this development a step further, making it possible to drive in a hands-off mode up to 60 kph (37.5 mph).

"In a digital world we need to present the customer added values." Stadler believes this kind of Highway Assist for dense traffic will be a valuable time saver for clients and quickly become popular. He is furthermore optimistic that politics will have managed to come up with the necessary legal framework by 2017, the German transport minister Alexander Dobrindt having promised to present a concept this September on account of the International Automobile Fair IAA in Frankfurt.

"In future, you will be able to manage your private life and your work from your driving seat..."



To all intents and purposes the digital chauffeur of the future will become increasingly more intelligent and self-learning. "An enormous amount of technological change will happen in the next 10 years," Stadler declared and went on to say, "there will be new competitors, possibly some that we have not yet been aware of."

Is he afraid of the future? Stadler shakes his head and – deeply relaxed, claims that the automobile industry is well on its way of finding its active place in the digital universe. Thorough data analysis and a good feedback out of the car will make it possible to introduce even more intelligence into tomorrow's cars.

A long way to go, but the Audi CEO is in no hurry to get all this done. The determination of a long-distance runner seems to be a definite Stadler credo. So it was a matter of course that he put on his running shoes early on a Sunday to join the recent 24 hour run in Ingolstadt, a charity event for the region which was organised by Audi employees for the fourth time. This increasingly international event was also a prelude to those 24 Hours of Le Mans that Audi have almost, but not quite this year, made their own. Super efficient with their engine designs and first to the finishing line – their efforts at the racetrack truly reflect the spirit of Audi AG.



All systems go!

Roy Craig *reports, on his eighth year of ownership of this 2007 model B7 A4 2.0 TDI, that 'it is still running like a dream – nothing has gone wrong with this wonderful car', but he has made a very worthwhile upgrade…*

AS PREVIOUSLY reported in *Audi Driver* (in the April 2012 and April 2013 issues), I replaced the rear discs and pads in 2012 and during its annual service last July, having covered over 79,000 miles, we replaced the fronts. Again, I used EBC slotted discs and Greenstuff pads, as I like the idea of less brake dust, and I find the efficiency of the brakes with this set-up to be every bit as good as they've ever been. This service interval also called for the multitronic gearbox oil to be changed along with its filter, not a cheap job but a necessity.

Again I have to observe that this car does have something of an appetite for front tyres; even when trying to drive with Jenson Button type smoothness, the weight of the A4 and the fact that it is front-wheel drive takes its toll on the rubber. I chose not to swap front to back, as I normally do to get even wear, but instead opted to change the fronts when needed. I went through two sets of front tyres to one of rears, so just before last winter and although not right down to the absolute legal limit (which is really too low for safety) I wanted to change from the Michelin Sport Pilots to Continental Sport Contacts.

My last experience with these tyres was on my Mk 1 Golf GTI and I liked them a lot. So far so good, although I seem to get a slight tramline effect, which I didn't get with the Michelins. After reading about the new Michelin CrossClimate all-weather tyres in *Audi Driver* recently, I'm pretty sure they will be my next choice, so it will be back to changing front to back when the time is right.

'Again I have to observe that this car does have something of an appetite for front tyres…'

I have to repeat from previous articles that I love driving my 2.0-litre TDI. Most of my driving is done at very low revs, courtesy of the multitronic, and I find this a very relaxing way to travel, not to mention economical! This fuel economy seems better than ever, with the mileage now at 85,000 miles, and I frequently see over 65 mpg on the driver display. I have this set as my preferred view and it is amazing how much difference a burst of acceleration or a steep hill climb can make in reducing fuel economy by a big margin. Likewise, of course, getting off the throttle as early as possible on the approach to hazards and junctions, and anticipation of prevailing conditions, can have a very positive effect not only on fuel economy but brake wear and tear too. ➔



As reported on recently by Paul Harris, I like the idea of the coasting mode with the dual-clutch S tronic gearbox; with my multitronic box and other auto boxes, there is very little engine braking unless you change down manually on a steep descent.

This is all the more reason to be looking well ahead and to get off the power pedal early and I would think this is pretty much what the coasting mode of S-tronic would feel like. It gives me great pleasure when reaching a roundabout, traffic signal or junction to arrive at the correct speed, or come to a stop, without using the brake pedal other than to illuminate the brake lights.

When I ordered this A4 in 2007 a factory-fitted satnav system was available for the reduced price of £500, down from the usual £1,700. However, having already specified such items as S-line trim, leather upholstery, cruise control, walnut trim, multitronic, xenon headlamps, metallic paint and parking sensors, this £500 was a saving I had to make at the time.

However, I have recently been in contact with Sat Nav Systems of Surbiton in Surrey, after seeing their advertising in *Audi Driver* and noting their expertise in fitting original equipment infotainment upgrades, so I figured they would be a good company to hard-wire my recently purchased in-car cameras.

The A2 has a mini-DVR 0805 and the A4 a mini-DVR 0806. I had positioned these behind the rear-view mirrors of both cars but just plugging them in to the cigar lighter socket was not good, they really needed wiring in to the ignition circuit to record only when driving. They have a feature whereby should they detect an impact while the vehicle is parked they will record for 30 seconds and save it.

Adam Szreder of Sat Nav Systems informed me that they would indeed be able to hard-wire these cameras for me, and we also discussed the two satnavs that could be used in my A4. One was, in fact, the original equipment model that would have been fitted from new, the Audi DVD RNS-E, the cost of which is £1095 although you also have the additional cost for Bluetooth phone and iPod connections, taking the price to over £2,000, and it is now quite dated – having first been used in 2001. Adam and I agreed that we could discuss the systems available when I went in the A2 for the camera fitment at their premises.



Adam and his fellow director Hamid Ataei had set up the two systems on a bench top for my demonstration, the original-fit RNS-E system clearly showing up as being rather dated, having to turn a knob and press to select letters and numbers, then pressing to select each one at a time. In contrast, the aftermarket unit made by Dynavin in Germany has touchscreen operation and all the actions are done at lightning speed. By now, I was convinced that the Dynavin unit was the one to go for – it really was a no-brainer!

This Dynavin unit is not only a state-of-the-art satnav that comes with maps for Europe and full support for all UK postcodes, it also comes with Bluetooth and iPod connection and allows wireless music streaming from compatible smartphones, the built-in DVD player lets you play DVD movies (only while stationary, I might add), although there is an over-ride setting, but you wouldn't want to do that!

Steering wheel controls are also supported, there is also a USB connection and a micro SD card slot too, and much more. It replaces the original radio space in the centre console perfectly, has matching Audi styling for buttons and knobs and red illumination too. This system provides an all-inclusive cost-effective package, with all these features that would all be at extra cost with the Audi RNS-E system.

The cost for all this? Just £895 including the dreaded VAT, when fitted at Sat Nav Systems base, or £995 at your location – less than half price when compared to the Audi unit.

An appointment was made for fitting the unit to the A4 and they would also



‘By now, I was convinced that the Dynavin unit was the one to go for – it really was a no-brainer!’





hard-wire the camera at the same time. After just a couple of hours it was all done, the finished job is superb with everything looking as though it has been factory fitted, the workmanship is first-class and both Brenda and I were well catered for during our wait. Adam Szreder ran through the operation of the unit in the car before we went on our way, and all in all it was a very good experience.

I didn’t think my A4 could be any more fun to drive, but this system has enhanced my whole driving experience to a new level. I take great enjoyment from experiencing new technology in my cars and reading the owners’ manual is a big part of it. I have now set up the unit to my liking, including sound volumes, screen illumination, voice commands, satnav preferences – the list goes on and on, with such a comprehensive choice of features. My task was also to load a micro SD card with some favourite music, then insert it in the slot at the front of the unit.

With the ease of use of this system, on most journeys I simply set the destination postcode in, and if there is any unplanned deviation I will just get re-directed in an instant.

I conclude by saying that I completely understand why Adam Szreder, Hamid Ataei and their company Sat Nav Systems have received a Gold Award for Best Independent Technology Supplier, as voted for by *Audi Driver* readers for the last three years. They are an excellent company, supplying fantastic products and doing an excellent job. My sincere thanks to them, for looking after my pride and joy so well.

‘This system has enhanced my whole driving experience to a new level...’



SATNAV SYSTEMS is the leading provider of OEM parts for Volkswagen and Audi cars in the UK, providing a comprehensive mobile installation and back-up service to the dealer network as well as retail customers. They also offer a unique 3-year on-site warranty with unparalleled technical support. Their range of products include satellite navigation systems, Bluetooth hands-free kits, parking sensors, iPod interfaces, in-car entertainment systems, cruise control and much more.

Satnav Systems started installing original factory equipment into franchised dealer’s stock vehicles to provide customers with their choice of equipment, while at the same time avoiding the delay in the factory order process. This resulted in much more flexibility and faster turnover of the dealer’s in-stock vehicles and word quickly got round of the excellent service they provide. Today they serve over 75 per cent of the dealer networks and pride themselves on their quality and speed of service as well as technical know-how and friendliness. In the words of Adam Szreder, one of the executive directors: ‘We are big enough to cope, small enough to care!’

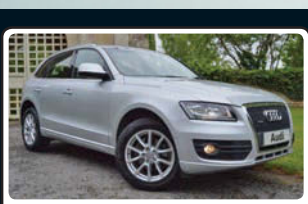
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A small amount of sunshine

WHEN THE design team at Audi got together to plan what was to be called the Audi Coupé, they introduced a feature which imposed a certain restriction on the car. And, as the Ur quattro is really an Audi Coupé restyled by Martin Smith, it suffered from the same restriction. The cause of this was that the structure included a beam which went across the top of the car, at the level of the B-pillars.

This gave the structure more strength, but it also meant that the Coupé and the quattro could never be fitted with a conventional sliding sunroof. Instead, the designers came up with a rather half-baked solution, creating a small hole in the roof with a panel which could either be tilted up an inch or two at the back, or slid out completely and stored on a shelf at the top of the boot.

In order to take the panel out, you have to tilt it up, using the crank handle, to reveal a couple of plastic rings and when you pull on these, they disengage from fittings on the panel and allow you to take it out.

We had two problems with our Ur quattro. First of all, the two rings would not move. This was dealt with by the application of release fluid over a couple of days.



The other problem was that the felt seal which goes around the edge of the sunroof had deteriorated to the extent that the plastic cord inside had broken free and was flapping about. Clearly we needed to fit a replacement seal, but it would appear that the original items are no longer available. We discovered that Pete Reeve at quattro Corner was selling a seal, at £130 a time!

Once we had taken the roof panel out, we examined it carefully and, not surprisingly, found a small amount of rust in certain areas. None of this is on view and so we treated the areas of rust with Jenolite and then an anti-rust primer. You need to get this done before going any further because it will take a little while for the paint to dry. It is worth taking the old felt seal off at this









stage because some of the edge which it covers also had signs of rust.

We also discovered that one of the plastic fittings at the front of the roof panel, which engage with a slot in the roof, had been cobbled together from insulating tape. We purchased two new ones for £6 each.

Now it was time to fit the felt seal. We had been warned that it might be a little longer than needed and so we measured the mid-point at the back of the panel and started from there. The felt-covered channel is a very tight fit on the edge of the panel and we used a wooden mallet to gently knock it into position.

This job was not easy. Neither of us are trimmers, but the job should have been more straightforward. The problem areas were along the side, where there is little space for the felt to tuck in, and around the curved corners where we had to ensure that there was no excess seal. While doing all of this, we had the roof panel, upside down, lying on a towel to protect the paintwork.

When we got back to the starting point there was about 5 mm too much of the channel and so we had to cut it. It consists of a hard steel inner core, with felt over the top and so, taking great care, we marked where we needed to cut it. Once we had decided, we cut the felt with a sharp Stanley knife and then use a junior hacksaw to cut through the steel. None of this would have been possible if we hadn't been able to brace the channel in some way and we did this by sanding down a piece of wood and inserting it in the channel at the point where the cut was being made.

'The problem areas were along the side, where there is little space for the felt to tuck in, and around the curved corners where we had to ensure that there was no excess seal...'

Well, we weren't 100 per cent happy with the result. The felt seal seemed just too bulky when compared with the original. And, when we examined the original, we could see that its shape was moulded to fit more closely around the panel.

We slid the panel back into its slide and, after lubricating the securing points with lithium grease, we used the roof lever to pull it down into position. The fit was not ideal and we had to press down on the two rear corners in order to get the panel fully into place but, after a few days, it seems to have settled down.

We now have a sunroof whose seal is not shredded to pieces, and there is no suggestion of any leaks. Not that there





ought to be because the roof aperture is drained by a pipe at each corner.

Overall, we would have been much happier if the seal we bought had been specifically designed for this application instead of simply being a length of felt-covered channel, the sort of thing which used to be used to protect metal edges in cars.

A FEW OTHER matters have affected the life of our quattro. Over the winter, we took it to Dialynx, the company which has done so much work on the car. The most worrying problem, for a long time, had been poor starting and so the warm-up regulator was replaced, making a huge difference to the starting performance.

One morning, when I started it up, some strange and unwanted noises came from the engine compartment and, when I tried to start it after work, nothing happened when I turned the key. Once again the trusty AA was called into action and it was taken to our local garage where it was found that the starter motor had seized. Not surprising, really. The original motor had given up the ghost when my colleague Neil Birkitt was driving it a few years ago and he had replaced it with an old one from his 80 quattro. It was amazing that it had lasted so long. Anyway, a new unit was fitted and it spins the engine like a top when starting.

On this occasion, access to one of the starter motor securing nuts was achieved by removing one of the two oil filters, but Neil was previously able to do it by working through the aperture for the steering arm, using a socket and extension.

Despite the fact that it is now 31 years old and had a somewhat chequered child-hood, the quattro still looks good and gives me a thrill whenever I get behind the wheel. Like all cars of this sort of age, though, it can be expensive and time-consuming to keep in good condition, as any other Ur quattro owner will know only too well.



'We now have a sunroof whose seal is not shredded to pieces...'



Vorsprung Durch Technik?

Lukas Willcox *opens the debate.*

AUDI DRIVER has already provided an in-depth look at the new A3 Sportback e-tron plug-in hybrid (PHEV), with its 1.4 TSFI petrol engine and 8.8 kWh battery pack driving a 75 kW motor for a theoretical 31 electric miles. The combined electric and petrol power provide more than enough accelerative performance, but is fun the main *raison d'etre* for PHEVs?

"It's the environment!" "Really?", I have to reply as I am rather more sceptical. Coming from an aerospace engineering background and growing up in the era of Group B rally cars, the idea that heavier, wider vehicles are now somehow more efficient is an anathema to me.

Yes, we have seen vast improvements in controlling fuel:air ratios in engines, with electronic fuel injection, pumpe-düse and common rail for TDIs and similarly FSI for petrol cars. Emissions per horsepower have dropped with EGR valves, particulate traps and urea injection on diesel cars.

The cars themselves, though? They have been supersized! The gains we have made over the past two decades have been scuttled in the name of fashion and extra girth. "Ah, but this is for better road safety and crashworthiness." Perhaps, but the Volkswagen up! has a reasonable NCAP rating. Of course there are good reasons for large crumple zones and directed deformation of body panels.

'UK emissions from industry, housing and transport have come down massively since the 1980s. But the targets keep getting more stringent...'

Back to aviation and physics: Sir Geoffrey de Havilland told his engineers to "add lightness!" and they developed the Mosquito, the WW2 wooden wonder. Colin Chapman repeated the phrase to his Lotus Grand Prix racing team. Audi did the same with the aluminium A2 in the 1990s, the remit being to take four adults plus luggage in comfort from Munich to Turin as efficiently as possible. The ultimate realisation came with the 3L cars. Audi's 1.2 TDI took things to new weight and drag reducing levels: 855 kg, Cd of 0.25, and a low frontal area giving a CdA of 0.54. This resulted in a power requirement at 60 mph of just 9.52 bhp to push the air out of the way. Today's pretty economical A3 1.6 TDI requires 28 per cent more power to overcome aerodynamic drag at the same speed.

While the strides in engine technology and better fuels like low sulphur diesel mitigated some of this growth to a certain extent, average fuel economy and emissions such as CO_2, particulates and nitrous oxides have not met UN WHO and EU targets for developed nations.

In truth, UK emissions from industry, housing and transport have come down massively since the 1980s. But the targets keep getting more stringent. Sadly, much of the popular press and some politicians are not aware of the progress made, nor some of the reasons for not meeting the targets. Compared to Beijing, London's air quality is phenomenally good. The World Health organisation states a PM10 (particulates similar to diesel) factor of 121 where



'Political tables are presently turning against the more traditional approach to cleaner driving and this could actually raise pollution levels for the UK...'

'Stop-start technology has been around for decades. My 14-year-old A2 1.2 TDI has a very effective stop-start system...'



London is just 22. PM2.5 (smaller than PM10 that can go deeper into lungs, such as petrol emissions): 56 versus 16.

How could this be?. The worst pollution levels in our cities occur during high pressure weather systems when there is little wind or an easterly flow. The pollution we normally export to mainland Europe with the prevailing South Westerlies can drift back to us. Even if it doesn't, congested traffic and near vertical ejection of pollutants from chimneys contribute to higher particulate and NOx readings due to the stagnation of the airflow. Some reports argue that speed humps and 20 mph zones also have an effect where internal combustion vehicles cannot operate at their most efficient engine speed.

Stop engines at traffic lights? Stop-start technology has been around for decades. My 14-year-old A2 1.2 TDI has a very effective stop-start system. No need for gear changes in ECO mode and there is no clutch pedal. It activates after four seconds on the brake pedal. As soon as pressure is released, the engine restarts. More cars now have stop-start but many drivers don't use it due to inconvenience of design.

EV-angelists now preach how clean an EV is, or that it has a 100 per cent efficient motor. Manufacturers of EVs and PHEVs now tell us they emit no CO_2 ("while driving" in small print). Even the EU regulators who invented the NEDC economy tests have given electricity emission-free status in their mpg tests. This means a 2-tonne SUV with a large petrol engine and battery pack can claim 148 mpg and CO_2 of just 44 g/km! The reality is closer to 30 mpg (218g CO_2/km) on petrol plus at least 12 kWh of electricity (say 500 g CO_2 /kWh x 12 = 6 kg of UK coal for 20 miles electric driving: 48g/km) – so a massive 267 g per km of CO_2. Not only that, but UK taxpayers are paying those who can already afford SUVs or supercars, like the i8 and Tesla S, £5000 each.

Now, believe it or not, I am an advocate of EVs – under certain conditions: mostly city driving under 40 mph with a least some renewable energy in the mix. But the political tables are presently turning against the more traditional approach to cleaner driving and this could actually raise pollution levels for the UK and make us even more dependent on the National Grid.

In 2015 some have jumped on stringent new EU Air Quality targets being missed by UK cities. They point the finger firmly at the third of drivers who run a diesel car without considering the wider implications of such judgements.

While the petrol engine makes more CO_2/km, more CO, more hydrocarbon outputs and with direct injection more fine particulates, by their very nature diesel engines produce more NOx and larger PM particulates. However, the lower wear rate (diesel cars tend to operate at half the rpm of petrols, and diesel is a lubricant rather than a cutting fluid) means, unlike petrol, these engines do not get much worse after 50,000, or even 200,000 miles. Indeed, after 50,000 miles, a petrol equivalent can produce more nitrous oxides than the equivalent diesel.

Particulates are said to be responsible for 8,100 deaths in urban areas per year. But these figures came from studies in the USA which have a very much lower market penetration of diesel cars than the EU.

Still, such research is not to be sniffed at, so how can the situation be rectified? EGRs, particulate traps, urea injection,







use of bio diesel or SVO/WVO all help to push down pollutants to more acceptable levels. The Euro 6 diesels meet the requirements. But not everyone can afford to upgrade to such a vehicle or to an EV, even with a £5,000 grant.

There is another possibility. Rather than call for the scrappage of very efficient small diesel cars or those not proven to meet, say, Euro 3 emissions, reduce the worst pollution at the very start. Start-up is the worst stage for wear and tear, fuel consumption and hence emissions for all engines. While diesels wear less than their petrol brethren, their 20 to 30 per cent high thermodynamic efficiency means they take a very long time to get up to the most efficient operating temperature – especially in the winter months. Hence the need for glow plug assistance. If electricity truly is greener (or displacing that pollution to the local power station is preferable to the immediate vicinity), then pre-heating the engine block should have positive environmental and local air quality benefits.

The family A2 1.2 TDI has served us well since November 2002. With just under 215,000 miles on the clock it still functions

'Diesels take a very long time to get up to the most efficient operating temperature – especially in the winter months...'

extremely well. The worst recorded economy was during an *Audi Driver* track day at Castle Combe many moons ago where we had to remove the wheel covers to improve brake cooling. Even then, the Lotus racing driving instructor was impressed with the handling and 44 mpg average.

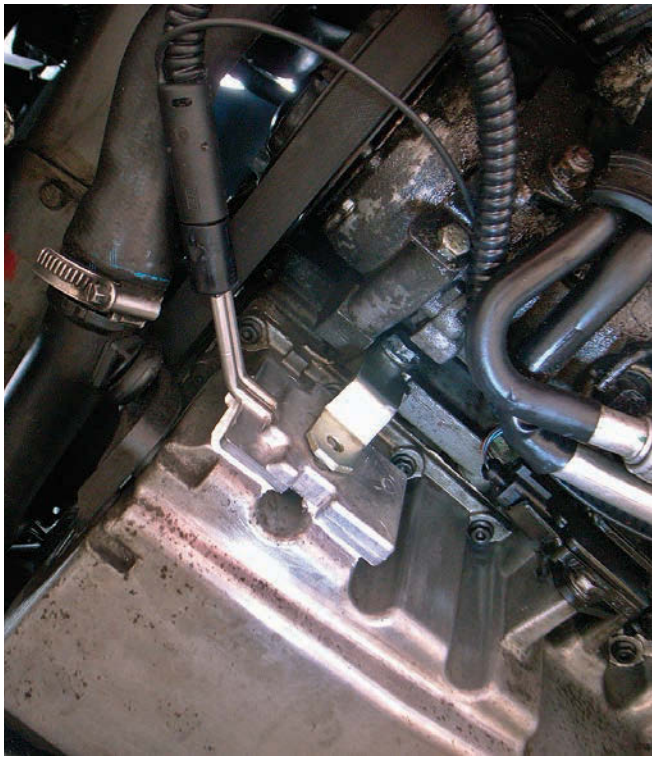
Usually we achieve mpg of mid to high 80s in the summer and this can drop to mid 60s around town in the coldest winter. On a gentle rush hour commute over 28 miles of A-roads I once achieved 103 mpg!

The car already has an EGR and exhaust catalyst. It was one of the first Audis to have a VTG turbocharger. The aluminium 1191cc, 3-cylinder PD engine weighs just 100 kg. There was not a lot of room for improvement over the original design. Emissions back in 2001 were ahead of their time – pretty much Euro 5 standards:

Would a block heater improve things even more? To find out, my thanks to Michelle Spyers of Dometic UK Ltd for supplying the Swedish DEFA setup.

Each DEFA kit has a specific vehicle application. Some are electric conduction sump heaters, others warm the engine coolant. The A2 1.2 TDI and VW Lupo 3L versions consist of a thick aluminium plate that is fastened over a layer of heat conducting paste onto the aluminium sump. 16 amp-rated wiring is then taken to the desired input socket position which, in this case, is the service flap. An appropriately green 'charging' cable with special three socket ends in a Euro plug. It is rated at around 300 W. At present a simple time switch activates the heater one hour before commuting time. DEFA offer much more sophisticated controls such as mobile phone operated heating and vehicle location services (useful in a Scandinavian white-out no doubt!) and cabin de-frosting heaters.





'The car starts first time with no waiting for glow-plug warming. It is much quieter and the cabin heater can be used earlier...'





Contact

Dometic UK
Tel: 0344 626 0133
E: *customerservices@dometic.co.uk*
www.dometic.co.uk

What difference has this made? To be fair it has been a very mild winter and spring since installation in mid February 2015, but the car starts first time with no waiting for glow-plug warming. It is much quieter and the cabin heater can be used earlier. I estimate a saving of around 5 to 10 minutes to operating temperature below 10°C. Having a long (sometimes one hour) commute on fairly fast roads means the rapid warm-up affects about 8 per cent of the journey time.

The 1.2 TDI is such an efficient engine that improving it is nigh on impossible. That said, the ability to use the engine sooner for acceleration to dual carriageway speeds makes progress less laboured. Checking previous mpg figures based on average UK temperatures for February indicates the car achieved low 60s mpg in the 2.8°C average of 2013, and then jumped up to near 70 mpg in the 5.2°C for February 2014. This February has been about halfway, with 3.5°C average and mid 60s mpg. Overall, she seems to give an extra 3 mpg per degree C increase at these lower overall average temperatures.

It's high time we measured cars by total energy consumption not simply mpg or battery size in kWh. Just because I may have walked across Dartmoor and consumed just one litre of Lucozade, I should not ignore the rabbit stew or chocolate bar calorie intake required. It gives a false impression to only record the number of miles per litre of energy juice!

Personally, I think the Government should offer £200 grants for block heater type of technology and give engine owners more time to raise the funds to replace their reliable and efficient cars rather than giving £5,000 to those who can already afford EVs priced over £30,000. As for PHEVs? Well if the range extender is less powerful than the EV motor (the BMW i3 for example), fine. Anything heavier should add lightness, not taxpayer funding!



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A5 Cabriolet 3.0 TDI quattro

Powerful Cabrio with quattro drive



In brief

Power output	245 PS (181 kW) @ 4000-4500 rpm
Maximum torque	429 lb.ft. (580 Nm) @ 1750-2500 rpm
0–60 mph	5.9 sec
Overall fuel consumption	33.5 mpg, 8.43 litres/100 km
CO_2 emission	154 g/km
UK insurance group	39 E
Price (OTR)	£46,485

We have published several articles on the A5 range, visit our website for information on back issues www.audidrivermag.co.uk





AUDI'S FIRST cabriolet in the modern era was based on the 80, and was simply called the Audi Cabriolet. This was followed by the A4-based version and then the A5, which has more curvaceous lines than the A4. Despite this, there is a great deal of similarity between the late A4 Cabriolet and its successor.

The A5 Cabriolet range is divided into SE and S line categories, with an S line Special Edition Plus at the top of the tree. That is, if you ignore the 333 PS S5 Cabriolet which, in terms of performance, is in an entirely different class from the rest.

If you opt for an SE, the range of engines is limited to the 1.8 and 2.0 TFSIs and the 2.0 TDI. For the S line range, though, the choice is widened to include the 3.0 TDI with either front-wheel drive, or quattro drive to all four wheels. For the front-wheel-drive version, the power output of the engine is 204 PS, while the quattro version has 245 PS.

The test car was a 3.0 TDI quattro and so had the most powerful engine available for the Cabriolet range, apart from the supercharged V6 in the S5 Cabriolet. It also had the S line specification, something which costs an additional £3,250 over the SE version. For this, one gets bigger wheels and tyres, firmer sports suspension which lowers the ride height by 20 mm, the top navigation system, sports seats with leather upholstery throughout, and xenon discharge headlamps. When you add the cost of these features, you will find that the additional cost of the S line is not unreasonable.

The most important aspect of the A5 Cabriolet is that you can open the hood and enjoy the fresh air. The Audi engineers have made sure that this can be done surprisingly quickly, the power-operated hood folding down and tucking under its steel cover in just 15 seconds. Closing the hood is also rapid and you can go from fully open to fully closed in 17 seconds. Even better, both opening and closing can be achieved while the car is moving at up to 31 mph, a boon if you get caught in a sudden shower.

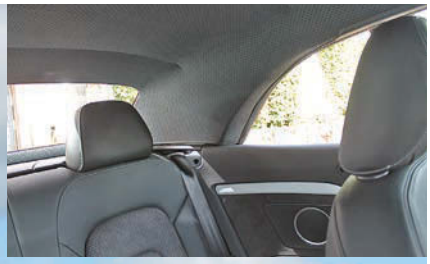
We have only one criticism of the operating mechanism and that is the fact that the switch has to be held with a finger all the time the hood mechanism is operating. A one-touch switch would make life easier and remote operation, via an additional section on the key fob, would be better still.

When the hood is closed, insulation from the outside world is excellent and, unlike some convertibles, there is very

'The power-operated hood folds down and tucks under its steel cover in just 15 seconds...'

















little wind noise and, even in the heaviest rainstorm, there is never any question of water entering the car. One feature which ensures this is that, when you open a door, the window drops slightly and then, when you close it, the window rises to create a good seal.

As far as the upholstery is concerned, S line customers have a choice between leather throughout, or a combination of leather and Alcantara, the latter version with grey stitching which adds to the appearance. The sports seats offer very good lateral support and electric control of the amount of lumbar tension is a standard feature. Heating, for both front seats and the outer sections of the rear seat is available for £200, a bargain price. When you are driving with the hood down and the ambient temperature is low, this is a good way of keeping yourself warm while you enjoy the fresh air.

There is one way in which getting yourself sorted out in the seat is better with the A5 than with the A4 Cabriolet. Those who drive an A4 Cabriolet will know how difficult it can be to catch hold of the seat belt in order to do it up, but the A5 has a feature which overcomes this: a power operated 'hand' which moves the seat belt forwards to a position where it is easy to get hold of. This is a useful feature, but one has to get used to it; it only moves forwards as you turn the key to start the engine, so it is no use trying to do up the belt before this.

Audi Cabriolets have never had very generous provision for those who sit in the back and, while there is a little more legroom with the A5, it is still quite tight. If you drive frequently with the hood down, you will probably want to use the windbreak to prevent draughts around your neck and shoulders, but fitting this in place means that the rear seat can no longer be occupied. It is good to see that the wind deflector is now a standard feature for all the A5 Cabriolets instead of being an optional extra. One feature which is on the options list rather than being standard is the system which brings hot air up to the tops of the front seats, directing it to the neck and shoulders. This option costs an additional £350.

Once the hood is folded down, it fits neatly under a metal cover which gives the tail of the car a sleek appearance. Although it doesn't take up as much room as previous versions, don't expect the amount of luggage space to be huge. The main limitation is one of height, but there is certainly enough room for the luggage to two on holiday. You can





'The Drive Select switch provides Efficiency, Comfort, Auto, Dynamic and Individual modes...'



increase the amount of luggage room because the backs of the split-folding rear seat can be dropped down, extending the length of the deck. This is made easy by levers at either side of the boot which release the backrests. Beneath the floor of the boot is a space-saver spare wheel and tyre.

The various versions of the 3.0 TDI engine have recently been revised, the power output raised to a new level. This car, though, was still using the well-tried 245 PS version. The most important aspect of this engine is not so much the power, which reaches its maximum at 4000 rpm and is held until 4500 rpm, but the high level of torque. The maximum value is 580 Nm, held steady from 1750 to 2500 rpm, and this is what gives the 3.0 TDI such tremendous urge from low engine speeds.

The power and torque of the 3.0 TDI engine is matched by tyres with a wide section. Whereas the SE has 225/50 tyres on 7.5 x 17-inch wheels, the S line has 245/40s on 8.5 x 18-inch rims. The quattro version of the 3.0 TDI must be one of the rarest of A5 Cabriolets, but it is characterised by outstanding traction, due to the four-wheel-drive system and the wide tyres. There is surprisingly little roll when you corner hard and the steering always feels positive and precise. Inevitably, this engine does increase the weight at the front of the car, but this has relatively little effect on the road behaviour.

The overall sensation when driving this Cabriolet is one of stability and strength. True, it does feel a little more rigid when the hood is closed, but this is a feature of virtually all convertibles. Even so, the A5 feels strong and stiff with the hood down. You can certainly exploit its handling properties to the full when driving with hood up or down.

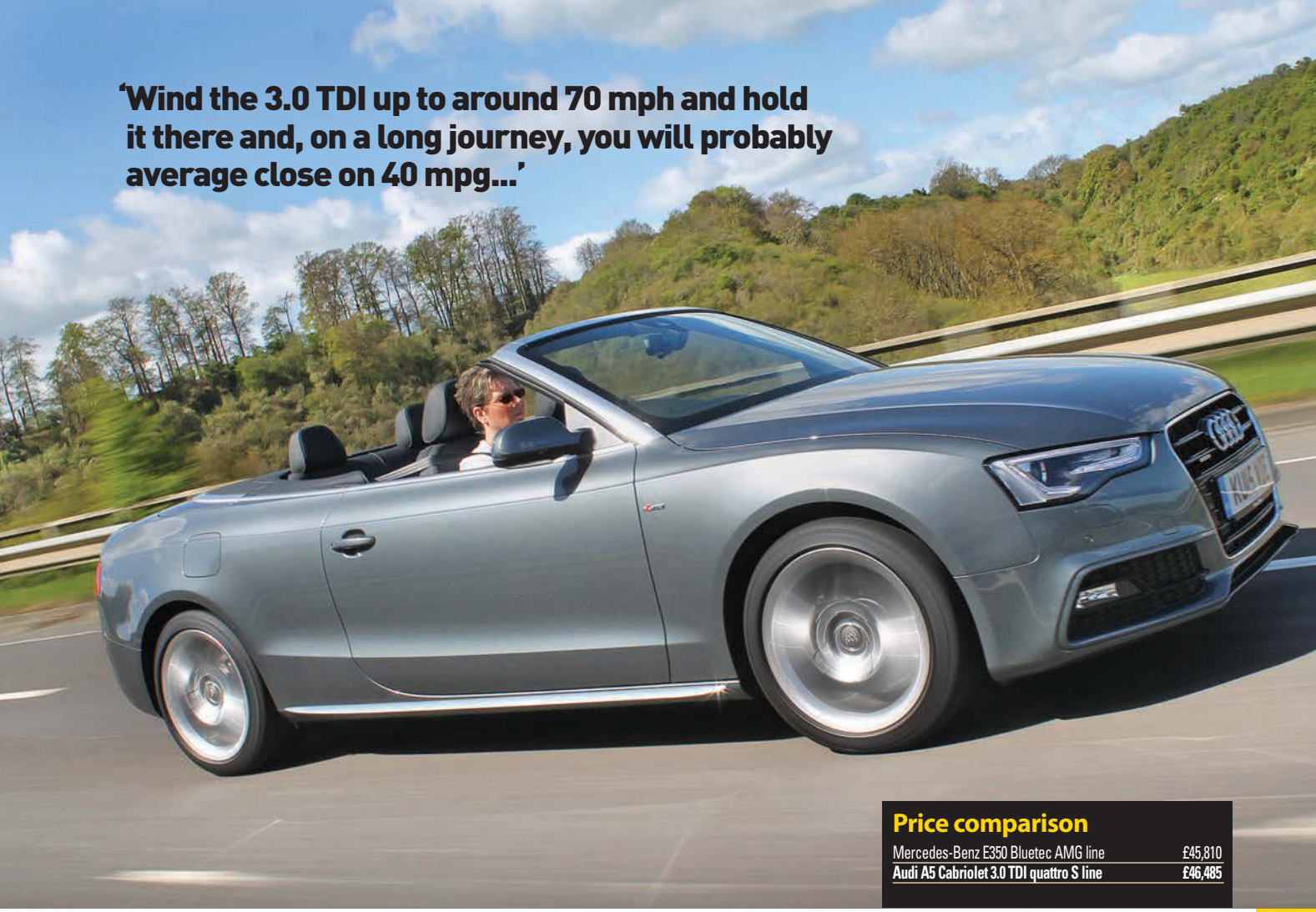
The strength which is built into the Cabriolet does impose a weight penalty and, with a relatively heavy six-cylinder diesel engine and the quattro drive mechanism, this Cabriolet is quite a heavyweight. If you look at the performance comparison table, you will see that it weighs nearly 500 lb. more than the 2.0 TFSI version and you need plenty of extra power to overcome that weight penalty.

Despite this, the 3.0 TDI quattro is a rapid Cabriolet, reaching 50 mph in 4.4 seconds, 60 mph in 5.9 and 70 and 80 mph in 7.9 and 10.0 seconds respectively.





'The power and torque of the 3.0 TDI is matched by 18-inch wheels and 245/40 tyres on the S line...'



'Wind the 3.0 TDI up to around 70 mph and hold it there and, on a long journey, you will probably average close on 40 mpg...'

Price comparison

Mercedes-Benz E350 Bluetec AMG line	£45,810
Audi A5 Cabriolet 3.0 TDI quattro S line	**£46,485**

The 3.0 TDI quattro comes with only one transmission option, a 7-ratio S tronic double-clutch gearbox. Those who drive cars equipped with S tronic will know that they give the car two characters: easy relaxed driving without having to push a clutch pedal and, when you feel in the mood, swift progress, using the steering wheel paddles to change up or down. Automatic gearboxes always give good acceleration when on the move and this 3.0 TDI will go from 30 to 50 mph in 2.4 seconds and from 50 to 70 mph in 3.5 seconds.

The weight has an inevitable effect on fuel consumption and bear in mind that this is a heavy car. There is another factor which influences the fuel consumption and that is the amount of time you spend driving with the hood down. In this condition, the aerodynamics are not ideal and it will inevitably use a little more fuel to overcome the drag. Overall, this model recorded a fuel consumption figure of 33.5 mpg and, when we drove with economy in mind, we were able to improve this to 41.8 mpg. Some might expect a diesel-engined Cabriolet to do better than this, but experience has shown that cars powered by this engine, and with quattro drive are likely to return figures in the low 30s. With a tank holding 61 litres or 13.4 gallons, this will give you a maximum safe range of around 450-500 miles if you don't use too much of the power.

Convertibles are becoming increasingly popular in Britain, but the A5 Cabriolet, whatever the choice of engine, has few competitors. Compared with so many other convertibles, it is refined and the quality of the fittings, and the mechanism of the hood, is outstanding. Most will opt for one of the 2-litre engines, so why choose the 3.0 TDI? Because of the outstanding torque of this engine, which gives excellent acceleration without too big a drain on fuel. Wind the 3.0 TDI up to around 70 mph and hold it there and, on a long journey, you will probably average close on 40 mpg, one of the main reasons for this being the high top gear.

And why choose quattro? Because, with four-wheel drive, the A5 Cabriolet becomes a true all-weather car, one which will keep going when everyone else is losing traction. For much of the time, you won't notice the benefits of quattro drive but, when you really need it, it will be an enormous help, keeping you going when everyone else is sliding about.



'The 3.0 TDI quattro comes with only one transmission option, a 7-ratio S tronic double-clutch gearbox...'



Facts and figures: A5 Cabriolet 3.0 TDI quattro

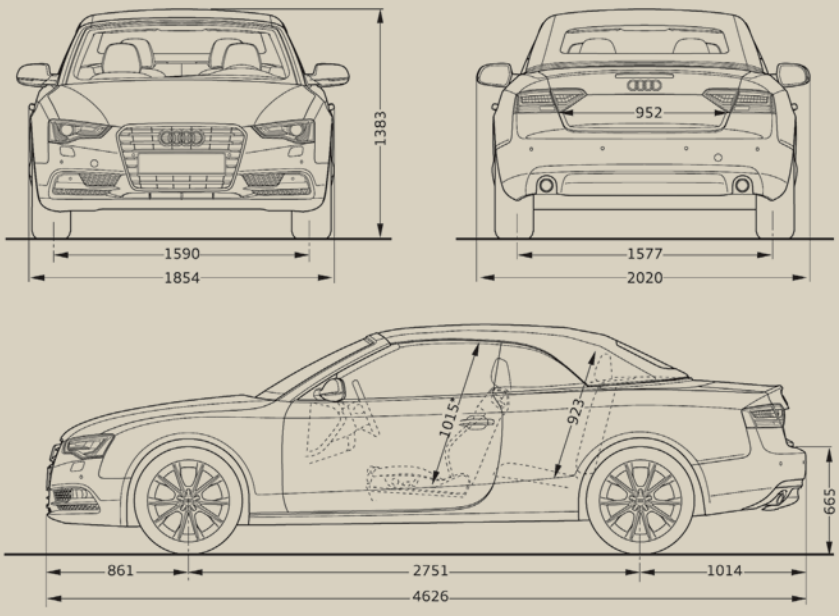








DIMENSIONS & WEIGHTS



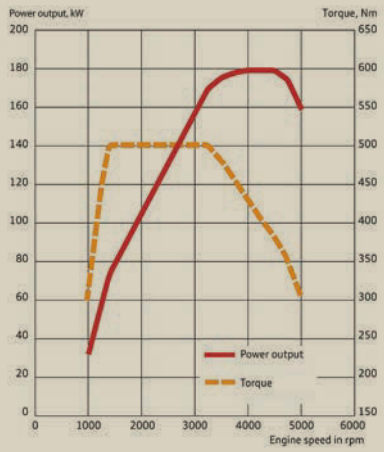


Turning circle	37.4 ft, 11.4 m
Unladen weight	4068 lb, 1845 kg
Total permitted weight	5171 lb, 2345 kg
Permitted trailer load; with brakes	4631 lb, 2100 kg
Permitted trailer load; without brakes	1654 lb, 750 kg
Wheels and tyres	8.5 x 18 245/40 R18



ENGINE / FUEL ECONOMY / ACCELERATION

ENGINE SPECIFICATION	
Displacement	2967 cc
Configuration	V
Cylinders	6
Bore and stroke	83.0 x 91.4 mm
Power output	245 PS (181 kW) @ 4000-4500 rpm
Maximum torque	429 lb.ft. (580 Nm) @ 1750-2500 rpm
Compression ratio	16.8 :1
Valves per cylinder	2 inlet, 2 exhaust
FUEL CONSUMPTION	
Overall test value	33.5 mpg, 8.43 l/100km
Economical driving	41.8 mpg, 6.75 l/100km
Urban cycle	40.4 mpg, 7.0 l/100km
Extra urban cycle	54.3 mpg, 5.2 l/100km
Total	47.9 mpg, 5.9 l/100km
Fuel required	Diesel
Fuel tank capacity	13.4 gallons, 61 litres
CO_2 emission	154 g/km



ACCELERATION FIGURES	
Maximum speed	155 mph, 250 kph
0–50 mph	4.4 sec
0–60 mph	5.9 sec
0–70 mph	7.9 sec
0–80 mph	10.0 sec
30–50 mph (3rd gear)	2.4 sec
30–50 mph (4th gear)	–
50–70 mph (3rd gear)	3.5 sec
50–70 mph (4th gear)	–
50–70 mph (5th gear)	–
50–70 mph (6th gear)	–
Road speed/1000 rpm in top gear	43.0 mph, 69.0 kph

Acceleration figures recorded using VI Monitor. For more information visit the website at: *www.vi-performance.com*

PERFORMANCE COMPARISONS

	A5 Cabriolet 3.0 TDI quattro	A5 Cabriolet 2.0 TFSI
Displacement, cc	2967	1984
Power output, PS/kW	245/181	211/156
@ rpm	4000-4500	4300-6000
Maximum torque, lb.ft./Nm	429/580	259/350
@ rpm	1750-2500	1500-4200
Maximum speed, mph/kph	155/250	150/240
0–50 mph, sec	4.4	5.1
0–60 mph, sec	5.9	7.5
0–70 mph, sec	7.9	9.5
0–80 mph, sec	10.0	12.9
30–50 mph (third gear), sec	2.4	4.8
30–50 mph (fourth gear), sec	–	6.7
50–70 mph (third gear), sec	3.5	4.6
50-70 mph (fourth gear) sec	–	6.3
50–70 mph (fifth gear), sec	–	7.7
50–70 mph (sixth gear), sec	–	9.7
Overall consumption, mpg / l/100km	33.5/8.43	30.4/9.3
Unladen weight, lb/kg	4068/1845	3594/1630
Power/weight PS/ton, PS/tonne	135/133	132/129
Test publication date	July '15	Oct '11

'This engine has outstanding torque, which gives excellent acceleration without too big a drain on fuel...'

To read any of the other tests mentioned in the comparison chart, back issues can be ordered online, securely, from our website: ***www.audidrivermag.co.uk***

High Five!

Riding high after success at the Hockenheimring, Audi dominated the DTM meeting at the Lausitzring, taking the top four places in race 1 and first five past the flag on Sunday…

IT WOULD not be overstating the case to say that Audi totally dominated the two DTM races at the Lausitzring (May 30 - 31), with a 1-2-3-4 win on Saturday and a 1-2-3-4-5 success on Sunday, significantly extending its lead in the drivers', manufacturers' and teams' standings.

With two victories and two pole positions already, leading all three classifications, Audi headed to the second DTM weekend of the year – the first time a DTM race would be held on a Saturday night, aired on prime time immediately before the DFB Cup final in Berlin – with a tailwind, although Dieter Gass, the Head of DTM at Audi Sport, cautioned against excessive expectations.

'We had a very good opening DTM weekend and we want to again fight for top places at the Lausitzring. However, the field is incredibly close and we do not underestimate our competitors. Mercedes have traditionally been strong at the Lausitzring and BMW will try to come back. We also have to add between 5 and 10 kg of performance weights to our cars following the two victories at Hockenheim'.

In any case, the 3.478-km Lausitzring circuit, with its mix of fast, semi-fast and slow turns, plus a long start-finish straight with top speeds of about 240 kph, is a race track that Audi has frequently struggling with in the past, winning there only twice – in 2005 and 2011.

Leading the standings, Edoardo Mortara was expecting a special race in Brandenburg. 'For the first time in my career, I'm at the very top, that does make me feel proud' said the Italian who, due to an unsuccessful tyre strategy, experienced one of the most difficult DTM races in his career at the Lausitzring last year.

'This shows how close success and failure are in the DTM' said Dieter Gass. 'With the new format of two races per weekend and an extremely tight schedule for everyone, this is the case even more than in the past. You could see that at Hockenheim with Jamie Green: On Saturday, he won and on Sunday he finished without points. With Mattias Ekström, it was exactly the other way around.'



Nico Müller also travelled to the Lausitzring on a high, having just won the 24-hour race at the Nürburgring in the all-new Audi R8 LMS, following which he and his team-mates had their heads shaved bald – a weight-saving exercise perhaps?!

It all started well during the qualifying for Saturday's race when Audi drivers secured the top four spots on the grid, led by Miguel Molina in the Teufel Audi RS 5 DTM of Audi Sport Team ABT Sportsline ahead of Jamie Green (Hoffmann Group Audi RS 5 DTM), Edoardo Mortara (Castrol EDGE Audi RS 5 DTM) and Mattias Ekström (Red Bull Audi RS 5 DTM), which meant that the three drivers with the highest points score in the overall standings would be starting from the first two rows.

'We already saw how strong our Audi RS 5 DTM is this year at Hockenheim,' said Miguel Molina after clinching the fourth pole position in his DTM career. 'Obviously, taking the top spot on the grid in the home round of my new sponsor Teufel of all places makes this result twice as sweet.'

Timo Scheider (AUTO TEST Audi RS 5 DTM), Mike Rockenfeller (Schaeffler Audi RS 5 DTM) and Nico Müller (Audi Financial Services Audi RS 5 DTM) took positions 11, 14 and 16 in partially dense traffic, while Adrien Tambay (Playboy Audi RS 5 DTM) was relegated to the last position on the grid because Audi Sport had to repair two engines that were damaged in the area of the oil pans following the season opener. Only one repair per season and manufacturer is permitted without a penalty.

RACE 1 saw Jamie Green claiming his second win of the 2015 DTM season, in a Saturday race that came to life in the final quarter. Polesitter Miguel Molina assumed the early lead, ahead of Green, Edoardo Mortara and Mattias Ekstrom and the quartet were never split by more than two seconds, with the pressure building as the 40 minutes passed.

Despite Green not having the use of DRS (drag reduction system) in his bid to take the lead, he continued to bide his time, and pounced with eight minutes to go, passing Molina down the inside at the first corner before building a 1.1-second margin over the remainder of the lap to skip clear of the DRS



'Two victories, a commanding best time in qualifying with a half-second advantage, plus the fastest lap in both races – you can hardly achieve more than that...'
Jamie Green

zone, extended that to two seconds the next time around and eventually finishing 4.251 seconds clear to score his 10th career victory and move him into the championship lead. Green also recorded the fastest lap, with a 1:18.599 at 159.3 kph on lap 26.

After being passed by Green, Molina lost places to Mortara and Ekstrom at Turn 1 on the subsequent laps, but it remained an all-Audi top four, with Mercedes pair Pascal Wehrlein and Robert Wickens finishing fifth and sixth. BMW's Maxime Martin held on to seventh, resisting a late challenge from Timo Scheider, with Mike Rockenfeller and Daniel Juncadella rounding out the top 10.

RACE 2 on the Sunday saw Jamie Green repeat his commanding performance to make him the first double winner so far in the 2015 season. In the early stages of the race, Green prevailed in a direct duel with Mattias Ekström in the Red Bull Audi RS 5 DTM of Audi Sport Team ABT Sportsline. After dropping from first to second place at the start, he managed the decisive overtaking manoeuvre on lap eight, was then able to achieve a small advantage and immediately pulled clear again following a caution period shortly before the end of the race.

'The race today was harder than yesterday', Green said after scoring his third victory of the season. 'Mattias (Ekström) was fast and my advantage was never really large. Obviously, having won both races here is mega.'

Mattias Ekström clinched a similarly uncontested second place and is now trailing Jamie Green in second place of the overall standings. Miguel Molina in the Teufel Audi RS 5 DTM finished third to notch up his first podium result of the season after duelling with Timo Scheider in the AUTO TEST Audi RS 5 DTM of Audi Sport Team Phoenix throughout almost the entire race, with Molina finishing ahead by a narrow margin.

Edoardo Mortara in the Castrol EDGE Audi RS 5 DTM in fifth place again scored points to put him in third place of the standings with the same points score as Mattias Ekström. Following the caution period, the Italian successfully defended himself against an attack by Mercedes driver Daniel Juncadella on the final lap. Nico Müller (Audi Financial Services Audi RS 5 DTM) and Mike Rockenfeller (Schaeffler Audi RS 5 DTM) in positions 9 and 10 saw seven of the eight Audi drivers finishing in the points with only Adrien Tambay going home empty-handed after battling his way forward from P20 before being turned around by Bruno Spengler and forced to retire shortly before the end of the race. The BMW driver received a 30-minute post-race penalty for the incident.

Dieter Gass commented 'Yesterday I said that 1-2-3-4 wins are very rare in the DTM. That we even had five of our cars finish at the front today crowned a perfect DTM weekend for Audi, particularly on a track where we've frequently had some difficulties in the past. This shows how strong the Audi RS 5 DTM is. Following his victory at Hockenheim, Jamie Green seems to have finally made his breakthrough. On Sunday, he took the pole position with an advantage of more than half a second. That's rare in the DTM as well. Plus, he had to battle for his victory against strong competition within the squad. After this weekend, we really have a reason to celebrate, but we also know how quickly the tables can turn again in the DTM. Our home round at the Norisring in four weeks from now will literally be a heavy challenge because we'll have to add even more weight to our cars.'

With the double success at the Lausitzring, Audi extended its lead in the DTM manufacturers' standings, with Audi Sport Teams Rosberg and ABT Sportsline also ranked at the top of the standings with an equal points score. After four of 18 races, Jamie Green is leading in the drivers' standings with 75 points, some 17 points ahead of Ekström and Mortara, who are equal on points in second and third place.

The third DTM race weekend, for the fifth and sixth races of the 2015 season, takes place over the weekend of June 26-28 at the Norisring in Nuremberg, the only street circuit on the DTM calendar.



Jamie Green (Hoffmann Group Audi RS 5 DTM No. 53)

'WHAT A fantastic weekend, arguably the best one in my career. Two victories, a commanding best time in qualifying with a half-second advantage, plus the fastest lap in both races – you can hardly achieve more than that. I was fast at the Lausitzring before, but this year I've upped the ante. It was a mega job by everyone involved. The Audi RS 5 DTM seems to be tailor-made for me this year. Now I'm looking forward to travelling to the Norisring as the leader of the standings. It's one of my favourite tracks!'

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Just a little patience...

Chris Grant *explains how to replace the lower door trim on the B5 A4.*





OVER THE YEARS I've spotted a number of the B5 series (1994 to 2001) A4s with damaged lower door trims, ranging from a few cracks to hanging off or just plain missing.

They are cleverly fitted onto the doors by metal pegs which project from the doors and these pegs are slotted into what were originally metal channels moulded into the trim piece. The design appears to have been modified at some time as these channels are now made of a plastic type of material.

This means that the metal channels, very prone to rusting, are now non-rusting plastic with an obvious advantage of being rust free for ever! It was the rusting of the original metal that brought about the demise of the original fixing method and the scruffy lower trims found on many of the earlier A4s.

My wife bought her A4, a 1.8 quattro T Sport (usually known as A4 QTS) in July 1999 and, for the last few years, the trims have been slowly parting company from the lower part of the doors. The car is very well maintained and her employment has enabled her to lavish money on its maintenance over the last 15 years. I was told that it was far too scruffy, and it was about time that I fixed it!

'For the last few years, the trims have been slowly parting company from the lower part of the doors...'

Despite searching, it seemed difficult to buy all the parts through anybody other than an Audi Centre and I was expecting that to result in a NLA (no longer available) comment from the parts counter.

A visit to the parts counter at Camberley Audi and the always helpful Graham, however, resulted in one part in stock and, within 48 hours, for the other three at a cost of, gulp, £240 plus. Anyway, there was no point spoiling the car for the proverbial ha'porth of tar.

I thought that fitting was going to be a nightmare but, in fact, the first piece took me about 20 minutes, carefully feeling my way to avoid the possibility of costly paint repairs due to carelessness! The remaining three took me – about 20 minutes!

Each trim strip is held onto pegs on the door skin via clips on the pins and the channel in the trim piece. This is slid into place and held by a small machine screw









located at the leading edge of each door. Open the door and these screws are easily seen. I was very lucky as each screw looked a bit oily and undid without any problems. I may have applied some penetrating oil to the screws many years ago, just in case. I do that sort of thing, as I've been around cars for many years – better to apply when it's new rather than much later!

Before you start, try undoing the black fixing screw. If it unwinds easily you know that the job will not take too long. If it does not unscrew, it may be solid or more likely it will just rotate as it will be rusted into a captive nut in the trim channel. At this point it may be necessary to drill off the head of the screw. An alternative may be to pull gently at the trim, at right angles to the door skin, and if the channel is well rusted the captive nut may just pull out of the channel. Mole grips can then be used to hold this side and allow the screw to be turned or even broken off.

After removal of this screw it should be possible to tap the trim piece gently, rearwards, and after about an inch or so of movement it should reach a slotted area of the channel and come off the clips and away from the door. I used my hand to do this, but a rubber mallet wielded carefully may be a better method! Gently is the way.

Yes, the parts are expensive but, if you are prepared to take care and exercise your patience, you can make a considerable improvement to the car without any additional labour charges. And, in my case, I've done what was ordered and maybe scored a few points!

Top left: *The black screw at leading edge of each door. This holds the trim in place.*
Above Left: *Close-up of the door skin showing a clip and the fixing screw hole.*
Above: *The old rusted metal channel. New trims contain a nylon/plastic piece.*

Part numbers (prices +VAT)

A8D0 853 959 B0 1C Cover (i.e. lower trim) RH Front	£61.35
A8D0 853 960 B0 1C LH Front	£61.35
A8D0 853 969 BO 1C LH Rear	£45.36
A8D0 853 970 BO 1C RH Rear	£45.36

Nylon door clips are 8DO 853 909B and are 90p each. I've seen white and pale grey (both colours appear on this car).



'If you are prepared to take care and exercise your patience, you can make a considerable improvement to the car without any additional labour charges...'



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RBP367	A3/S3 3 6.2008>5.2012 (NOT CABRIOLET)
RBP361	A3 SPORTBACK 5 8.2004>5.2008
RBP362	A3/S3 SPORTBACK 5 6.2008>3.2013
RBP158	A4 4 12.2007>1.2012 (NOT S4)
RBP462	A4 AVANT/ESTATE/S-LINE 9.2004>3.2008 (NOT S4)
RBP159	A4 AVANT/ESTATE/S-LINE 4.2008>1.2012 (NOT S4)
RBP566	A4 AVANT/ESTATE/S-LINE 2.2012> (NOT S4)
RBP341	A6 AVANT/ESTATE/S-LINE/ALLROAD 11.2004>8.2011 (NOT RS/S6)
RBP713	A6 AVANT/ESTATE/SLINE/ALLROAD 9.2011> (NOT RS/S6)
RBP475	Q5 11.2008>
RBP510	Q7 3.2006>





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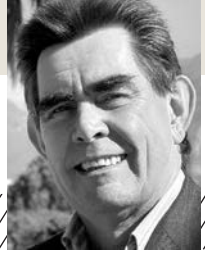
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Honda Civic Type R GT versus S3

FINALLY, after a yawning five-year gap, Honda has launched a new Civic Type R. Judging by the specification, it has been worth the wait as the new car is claimed to be the fastest accelerating in the segment, hitting 62 mph in just 5.7 seconds with a rather impractical maximum speed, again best in class, of 167 mph.

When asked, a senior Honda executive did agree that the Golf R and S3 are Type R rivals so I can only conclude that when making their claim of fastest accelerating in class they are excluding four-wheel drive cars, as both Golf R and S3, when fitted with double-clutch auto boxes, can hit 62 mph nearly a second quicker than the Honda and nearly half a second quicker with a manual gearbox. This illustrates yet another benefit of four-wheel drive – traction. Golf R and S3 are quicker despite giving away 10 PS and 20 Nm of torque.

At the heart of the Civic Type R is an all-new, direct-injected turbocharged 2.0-litre VTEC petrol engine, which delivers a class-leading 310 PS and 400 Nm of torque. Red-lining at 7,000 rpm and mated to a slick-shifting 6-speed manual transmission, the engine features an advanced new turbocharger with VTEC technology that boosts low-end torque and delivers sustained acceleration.

The new car is extremely well equipped, with 19-inch alloy wheels; Brembo brakes with four-pot front callipers; City Brake Active system; front and rear parking sensors; automatic headlamps and wipers; electric folding door mirrors; dual-zone climate control; integrated Garmin satellite navigation with four years of free map updates; and a CD player with a premium eight-speaker, 320 watt stereo system upgrade. Don't expect to personalise a Civic Type R as you would an S3 because the Japanese don't do long options lists.

On paper the S3 and Civic Type R would be directly comparable: high-performance versions of family hatchbacks, 2-litre turbo-charged petrol fours within 10 PS and 20 Nm of each other, highly developed drive-trains, excellent build quality, well-fitted interiors and high levels of specification.

Honda just doesn't have the resources of the Volkswagen Group; otherwise they would surely offer all-wheel drive and, for that matter, a twin-clutch gearbox to match two of the Type R's main rivals.

So that is one major difference between Type R and S3, the other being image; the Type R is 'maximum attack' with a lot of electronic intervention, with aggressive – nay, lairy – styling, while the S3 is all restraint and sophistication.

We have a lot of rain here, and some snow, so the S3's quattro drive is a huge advantage. That could be countered in the dry if the Civic was rear-wheel drive, but instead it drives through the front wheels and so suffers as much understeer as the S3 without the grip. It has to be said that Honda has done an amazing job of putting all that power and torque through the front wheels, but it is still unnatural with a lot of electronic intervention.

An often unappreciated benefit of four-wheel drive is accessing a busy roundabout; in the S3 you see a gap and just floor the throttle: no fuss, no drama, just forward motion.

Honda has spent a lot of time on the steering and it is certainly well weighted and remarkably communicative, against the Audi's rather dead set-up.

The Civic Type R now holds the Nürburgring Nordschleife, front-wheel drive record at 7 minutes 50.63 seconds, having taken it over from the SEAT Leon Cupra at 7 minutes 58 seconds. It would be interesting to have a comparable lap time for the S3.

Track performance is one thing, but these cars will spend most of their time on the road and, here, the S3 is the better all-rounder. Plenty of grunt when in a hurry, but much more relaxed on long journeys and, of course, there's all that British rain.

Honda has priced the car competitively at £29,995, around the same as the Golf R and S3. There is a GT version with forward collision warning; traffic sign recognition system; lane departure warning; blindspot information including cross traffic monitor; dual climate control; rain-sensing auto wipers; dusk sensing auto lights; front and rear parking sensors; interior red ambient lighting; Honda's new infotainment system, and Connect, with Garmin navigation system. All this kit adds only £2,300.

Honda had deserted its performance customers in the UK for some years, dropping the Civic R, the Accord R, the S2000 and the stunning Ayrton Senna-inspired NSX but, with the new Civic R, Honda is back with a vengeance and will have no difficulty selling all the British market can get. It's unlikely these sales will be at the expense of Audi but Renault's hot Clios and Meganes will surely suffer.

In the end the choice here will be down to 'lairy theatre' of the Type R or restrained efficiency of the S3. I'll go for the latter while admiring the engineering of the former.



	Audi S3 Sportback	Honda Civic Type R GT
OTR Price	**£31,600**	£32,295
Engine	1984 cc, 4-cyl	1996 cc, 4-cyl
Max power	300 PS	**310 PS**
Max torque	380 Nm	**400 Nm**
0-62 mph	**5.3 sec**	5.7 sec
Top speed	155* mph	**167 mph**
Combined mpg	**39.8**	38.7
CO_2	**162 g/km**	170 g/km
Driven wheels	**4**	2

* Electronically limited



A6 TDI ultra sets new world record

AUDI AND the RAC have officially set a new *Guiness Book of Records* title by driving to 14 countries on a single tank of fuel. The unmodified A6 TDI ultra chosen for the challenge comfortably exceeded its official 67 mpg-plus potential by averaging a remarkable 75.9 mpg and completing a total of 1158.9 miles without the need for a fuel-stop.

Motoring journalist Andrew Frankel and racing driver Rebecca Jackson drove the A6 TDI ultra almost non-stop for nearly 28 hours from the Netherlands to Hungary, passing through Belgium, Luxembourg, France, Switzerland, Lichtenstein, Austria, Germany, Italy, Slovenia, Croatia, Bosnia and Serbia.

Commenting on the new record, Jon Zammett, Head of Audi UK Public Relations, said: "By covering so much of Europe on a single fill-up, we have proven that real-world economy of almost 76 mpg or more can be had from the latest engine technology. The A6 TDI ultra has proven the range capability of one of the world's most advanced executive cars."

Both drivers faced numerous challenges in their 28-hour driving adventure including diversions for both heavy traffic due to an accident and a closed tunnel which led to an unplanned mountain detour.

Andrew Frankel, respected newspaper car reviewer, said: "I'm delighted to be part of the team that has set this record and would like to think it will stand for some time as we eked out every last mile from the A6's tank. From an endurance point of view the challenge actually proved to be far harder than both Rebecca and I imagined it would be.

"Despite sharing the driving we were on the road almost continuously for 28 hours, focussed on maintaining an average speed of around 50 mph. In order to do this you have to be fully aware of what's going on around you and anticipate what could happen with the traffic ahead. While it was normal driving in one sense, it was also a very different type of driving, but nevertheless demanding."

Racing driver Rebecca Jackson added: "I feel Andrew and I have helped the RAC and Audi set a record to be proud of. I'm known for driving pretty fast, but this challenge was naturally more about maintaining a constant, fuel-efficient speed and not being caught out by vehicles which would cause us to slow down and then accelerate to the optimum speed again. This was an amazing event and a very different long-distance driving challenge to what I'm doing next year when I compete in the 24 Hours of Le Mans 2016."

This new world record also proves just how capable the A6 ultra is of covering huge distances closer to home – in Britain, the same car could theoretically swallow whole the well-known A3, A4, A5, A6, A7 and A8 arterial roads, again without a single fuel stop. If laid end-to-end, these key trunk roads, which sprawl southwards and westwards from the centre of London towards Southampton and Bristol, and radiate as far north as Glasgow, would stretch for 933 miles. The staggering potential range from its 73-litre fuel tank also puts any one of the 12 margins of Europe within easy reach:

This is an outstanding achievement, but bear in mind the the absolute record for the distance covered on one tank of fuel was set, and is still held, by Stuart Bladon, as you can see from his letter in this issue.

'By covering so much of Europe on a single fill-up, we have proven that real-world economy of almost 76 mpg or more can be had from the latest engine technology...'



Stefan Sielaff

A NAME familiar to Audi enthurisats, Stefan Sielaff has joined Bentley Motors as its new Director of Design. He succeeds Luc Donckerwolke who has been with Bentley since 2012.

Mr Sielaff will join Bentley on 1st July 2015 from his current dual role as Head of Volkswagen Group Interior Design and Design Director at Volkswagen Design Center Potsdam.

He will also retain his position as Head of Volkswagen Group Interior Design, reporting to Director of Volkswagen Group Design, Dr. Walter de Silva.

Mr Sielaff has a career spanning more than 25 years in the Volkswagen group, most prominently with Audi where he started as an intern and progressed to spending five years as Design Director for the business from 2006. It was here where he led a team of over 350 design experts with responsibility for exterior, interior and colour and trim design for the full Audi product portfolio, concept and show cars.

Starting in the industry with a Vehicle Design degree from the Royal College of Art in London, UK, Mr Sielaff, 53, has been in his current role since 2012.



SuperPro Supaloy front control arms

SUPERPRO has launched a new suspension enhancement for all MQB platform cars from 2012 on, including the A3, S3 and TT. The new Supaloy lightweight alloy replacement front control arms, aka 'wishbones', are clearly superior in construction to the heavy pressed steel OEM items originally fitted, but the polished alloy arms are not just for show; they are claimed to offer tangible benefits in terms of driving dynamics.

A completely original design, these arms offer a significant weight saving compared with the original factory parts, and thanks to additional design features they will substantially improve the car's handling performance.

SuperPro's own, exclusively designed, polyurethane front bush is used to reduce flexing under load transfer when cornering, while a Duroball rear mount offers free pivoting action throughout the range of arm movement. The rear bush is mounted in an innovative compliant polyurethane material for shock absorption, balancing the requirements for precision with refinement.

The arms also offer an inbuilt caster increase of between 1.5 and 2 degrees, which gives the car better steering feel and weight, for improved high-speed stability as well as a greater propensity to self-centre.

Claimed to be perfect for those who enjoy fast road or track driving, the result is a positive, nicely weighted feel through the steering, offering high levels of communication, increased straight-line stability and better cornering performance. In addition, the lighter arms contribute to a reduction of unsprung weight, improve suspension tuneability as the free pivoting bushes replace standard rubber torsional rates and, of course, there is the benefit of consistent suspension geometry under the duress of hard driving.

These arms work perfectly in conjunction with all standard original equipment ball-joints and are supplied in pairs, at a list price of £559.00 plus VAT. For more information, visit *www.superpro.eu.com*



BILSTEIN B16 coilover kit for RS 7



BILSTEIN has released details of its B16 suspension kit for the RS 7, allowing the owner to fine-tune both the ride height and damping rate to suit their own needs.

Thanks to precision-machined threaded steel bodies, the B16 kit offers a range of 20 mm of ride height adjustment, from a lower starting point, which equates to a drop of between –15 mm and –35 mm, the lowest level regarded by Bilstein engineers to be possible before handling becomes adversely affected.

Each damper unit has 10 steps of adjustment, both bump and rebound being changed together in a carefully pre-set ratio, with rates that span from the smoothness required for road-going ride comfort to the stiff settings needed for optimum control on a race track, as well as a wide range of intermediate settings.

The B16 coilover kit offers OEM levels of fit and finish, coupled with the potential for significant improvements in handling. Everything included in the kit has been designed and produced entirely in-house at BILSTEIN's cutting-edge German production facilities and proven in driving evaluations at the Papenburg test facility.

These kits carry full TUV approval and come with a 12-month warranty. The complete B16 kit for the RS 7 is priced at £1500 + VAT.

For more details, visit *www.bilstein.de* or call 0116 2478 930

BBS Wheels ownership

AN INVESTOR consortium led by Tyrol Equity AG, an Austria-based industrial holding has signed an agreement to sell a majority stake in BBS GmbH, the German manufacturer of high-performance alloy wheels, to NICE Holdings, a Korean industrial group.

"Working with the BBS management over the last 3 years, Tyrol Equity has demonstrated great dedication and detailed business expertise in restructuring the business," stated Jürgen Lohmann, CEO of BBS GmbH. Tyrol Equity will stay invested and support its new partner NICE to realize BBS' strategic growth path.

"We will provide the utmost support to BBS for continuous and sustainable growth through market penetration in Asian markets." says Jin Dong-Hyun, General Director of NICE Holdings.

Award for Mahle

MAHLE has been honoured with the prestigious 2015 Automotive News PACE Award for its lightweight petrol engine piston EVOTEC® 2. The specialist jury praised the innovative design of the piston, which contributes through light weight and friction optimisation to increase the efficiency of petrol engines and at the same time withstand the demanding thermomechanical loads reliably.



Fifteen52 at Trimsport

TRIMSPORT, based in Cheshire, is the official UK agent for American company Fifteen52. The outfit is most noted for its range of exclusive single and multi-piece alloy wheels which are designed and manufactured in the US. These are highly sought-after and, until now, have only been available in fairly small numbers here in the UK.

The classic motorsport-inspired Tarmac, and new TurboMac designs (seen above), made famous by ace rally driver Ken Block, are among the most popular, with the Tarmac design having been revised for this release.

Trimsport is currently expecting a consignment of wheels, which are available in a number of colours, sizes and offsets, and an Audi-friendly 5x112 PCD, and does not expect the stock to last very long! The wheels can currently be pre-ordered at Trimsport's online shop at *www.trimsport.co.uk*.

For full details on all wheel sizes and specs, contact Trimsport at: *info@trimsport.co.uk* or check for daily updates on *Facebook* and *Instagram*. For more information on Fifteen52, check out their website: *fifteen52.us*



Ramair intake for TTS/TTRS

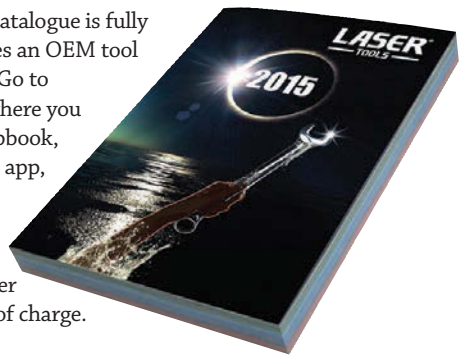
RAMAIR has released an all-new high-flow intake kit for the TTS and TT RS. Featuring a high-performance filter with over 860 sq.cm. of open surface area, along with a laser-cut CNC-folded heat shield in satin black, it is a real combination of race-bred development and OEM+ styling.

The filter itself features a twin-layer, high-flow, MAF safe foam filter element contained within a stainless-steel wire mesh support and comes complete with a flow-designed alloy filter neck, silicone intake hose, laser-cut and CNC-folded heat shield, along with a full fitting kit with detailed photo instructions. More details at *www.ramair-filters.co.uk*

New Laser tools catalogue

WITH OVER 650 new lines introduced since the last edition, this year's Laser Tools catalogue features even more specialist tools, as the company is constantly adding to its range and aims to bring new tools to the market first, ready for the next wave of vehicles that will be requiring cambelt or timing chain replacement.

Modern cars often require specialist tools for even standard service procedures; it is often impossible to complete a job without access to these specialist tools. The Laser range includes bush removal tools for suspension joints, deep-seated spark plug tools, brake piston rewind tools and of course the famous range of engine timing tools. The comprehensive Laser range also encompasses a huge range of general hand tools.



The new 628-page catalogue is fully illustrated and includes an OEM tool code comparison list. Go to *www.lasertools.co.uk* where you will find the online flipbook, offline Windows/Mac app, offline iPad/Android tablet app and a PDF, or you can telephone 01926 818 196 to order an A5 hard copy, free of charge.



Audi and TOMS

THROUGH AN exclusive collaboration, Audi of America and TOMS have designed a limited-edition Alpargata shoe that will be available to Audi buyers during the Summer of Audi Sales Event (*www.audiusa.com/myaudi/toms-partnership*). From June 3 to August 4, customers who purchase or lease a new or certified pre-owned Audi vehicle will receive an offer for a pair of exclusively-designed TOMS featuring the four rings. In turn, through TOMS innovative giving programme, 55,000 shoes will be donated to children in need.



Paragon Microfibre products

DEVELOPED PRIMARILY for the automotive market, Paragon Microfibre has a wide range of microfibre drying cloths, all of which have a very high absorption rate making them perfect for the removal of excess water from vehicles after washing.

Use them dry for removing dust and loose particles from all hard surfaces, as the static charge that is created attracts dirt to the cloth and then 'holds' the dirt until the cloth is washed, or use them damp to remove heavier soiling from all hard surfaces, with the microfibre working through capillary action to draw dirt into the cloth. Once the cloth is dirty, continue cleaning with a clean cloth.

In particular, Paragon's Microfibre Wash Glove Mitt (for both dry and wet use) is highly efficient at removing dirt from car paintwork and for cleaning and polishing dry or wet surfaces. The main advantage is the amount of water it holds, the cleaning ability of the microfibres and the way the deep pile Microfibre enables the mitt to remove dirt and soiling from all cracks and crevasses. Visit the Paragon Microfibre website for more information: *www.paragonmicrofibre.com*

Audi on demand

AUDI OF AMERICA has introduced Audi on demand, an innovative mobility program that gives customers a new way to experience the Audi brand and its range of vehicles at the touch of a button. With Audi on demand, customers can reserve an Audi by the day for up to 28 days. The premium service is currently available in San Francisco as part of a beta program and will be rolled out across additional U.S. cities in the coming years.



J-B Weld product range

J-B WELD gasket maker and sealants are now available in the UK through Automotive Brands, with the most recent additions designed to accommodate most sealing needs, making them ideal for automotive and household requirements.

The new sealant range includes products to repair valve covers, timing gear covers, oil pans, water pumps, transmission pans, exhaust manifolds, timing covers, cam covers and intake manifolds.

The range includes RTV (room temperature vulcanised) silicones for any gasket-making needs, high-temperature silicone, marine grade silicone and many more, available in a range of colours – red, blue, black, clear, grey and white. It will not shrink or crack, it resists weathering and forms a tough long-lasting seal on most surfaces.

The key distinctions for the J-B Weld Hi-Temp Red Silicone, J-B Weld Ultimate Black Silicone and J-B Weld Ultimate Grey Silicone are that they are designed for mechanical assemblies which may be subjected to higher continuous temperatures of up to 550°F (287°C) or 650°F (343°C) intermittent.

'The new sealant range includes products to repair valve covers, timing gear covers, oil pans, water pumps, transmission pans, exhaust manifolds, timing covers, cam covers and intake manifolds...'

J-B Weld sealants cover most automotive applications:

Hi-Temp Red Silicone Gasket Maker and Sealant is the solution for high-temperature patch repairs such as oil pans, exhaust manifolds, water pumps and valve covers.

Ultimate Black Gasket Maker and Sealant is the solution for a long-lasting, waterproof gasket seal on most surfaces. It has a good temperature resistance up to 500°F (287°C) intermittent, suitable for oil pans, timing gear covers and valve covers.

Blue Silicone Gasket Maker and Sealant is designed for use in mechanical assemblies such as timing gear covers, transmission pans and differential covers.

Ultimate Grey Gasket Maker and Sealant is the solution for high torque load applications and is oil and petroleum resistant, suitable for cam covers, intake manifolds and timing gear covers.

Clear Silicone provides a tough and long-lasting seal on most surfaces. It is waterproof, mould and mildew resistant and is suitable for windscreens, windows, door frames and lens housings.

Black RTV 100% Silicone Sealant and Adhesive is designed for use as a general-purpose sealant adhesive. It's sensor safe and is ideal for many household and automotive applications such as door frames, interior trim, windows, windscreens and lens housings.

White RTV 100% Silicone Sealant & Adhesive is the solution for windows, interior trim, mouldings and lens housing.

J-B Weld comes with a 'Product Performance Money Back Guarantee' with the claim that if you find a similar product that performs better, you will get your money back. Visit the J-B Weld website at *www.jb-weld.co.uk*

US sales success

AUDI REPORTED that its May 2015 sales increased 11.0 per cent to 18,428 vehicles, a total that stands as the second-best month since the brand entered the U.S. market in 1970. May was also the 53rd consecutive month of record U.S. Audi sales.



Specialist Index

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ROAD TAX – Note that, under the new rules, effective since October 1, 2014, road tax can no longer be transferred between vehicle owners. When the registered owner sells a car, you will get a refund of any remaining full months of tax when you inform the DVLA that you no longer own it. If you are buying a car, you will need to get new vehicle tax in your name before you can drive it.

FOR SALE



1997 AUDI 80 CABRIOLET 2.8 AUTO Genuine 42,700 miles. One previous owner and full Audi Service history – cambelt done at 39,000 miles and last service at 42,000 miles. Lots of receipts and service history. Cricket green with black roof, black leather interior and walnut trim. Car has original paint max 140 microns thickness and is in immaculate excellent condition. All the usual 2.8 features, the car was purchased with the Sport pack that includes electric factory Recaro seats, electric roof and wind deflector. Audi Bolero alloys recently refurbished and new soft-top rear window. OEM hardtop and rare fitting kit available by separate negotiation. Hardtop was refurbished with all brand-new OEM seals at great expense. Price £4,950 ono. Contact: Paul Tucker on 07927 820 064 or e-mail: tuckerpd@gmail.com for further details.



AUDI A3 1.9 TDI QUATTRO SPORT October 2002, in Dolphin grey with only 96,000 miles by original owner. FSH, with sunroof, armrest and 5-star alloys with recent Goodyear Eagle F1 tyres. Absolutely original and immaculate with Concert 6CD autochanger, electric lumbar sports seats and unused spare wheel. A very rare and 'as new' car for £4,250. Tel: 07593 265 150 (Kinross)



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A5 FAB Cherished plate, on retention certificate. Price £2,295 ono. Contact 07530 270 790 or e-mail: hbroughton@mac.com



AUDI 80 1987 (E-reg) 1.8-litre 158,000 miles, two owners from new, very good condition. Any questions, please ask. £1,500 ono. Tel: 01592 752 416 / 07944 305 222 (Glenrothes, Fife, Scotland)



FINAL EDITION AUDI 80 CABRIOLET 2000 Model year. 2.8 V6 engine. Complete with rare hard top. Two owners from new, 120,000 miles with FSH, MoT to May 2016. Blue with contrasting blue half-leather heated front seats. Audi multi-CD system, with fitted internal ski bags, wind deflector and cover. Four brand-new tyres. Beautiful summer or winter car. £3,250. Tel: 07936 151 814 (Merseyside)



ONE 2010 AUDI A3 S-line alloy wheel, 7.5J x 18 ET54, unmarked. Currently fitted with Goodyear Eagle F1 Asymmetric 2 tyre 225/40 R18 92Y with 4 mm tread. £60. Contact Ron on 01908 867 306 (Milton Keynes). Buyer collects.

AUDI TT COMPS Set of freshly refurbished Audi TT Comps, 5 x 100 mm PCD 7.5J x 17-inch rims. Powder-coated Ral 9010 which is an 'off white' but not quite cream. As new, not seen a tyre since refurbishment. Come with a choice of centre caps. Asking £400 ono. Contact Wayne on 07585 707 255.



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FOR SALE



A4 AVANT QUATTRO 2.8 V6 30V (214 bhp) 1998 MoT April 2016. I bought this car recently from a chap going through a divorce. I didn't want it but he needed the money and I liked the look of it. Things have changed since and I will never use it, so here's the details: Full handbuilt stainless exhaust system with competition cats and S4-style tail pipes, sounds amazing at idle and flat-out too. Induction kit with silicone pipes, engine has been re-mapped to suit inlet and new exhaust, rolling road printout shows 214 bhp. Lowered on coilovers, believed to be Bilstein but cannot verify. 18" RS4 style alloys with 4 good tyres (rears are literally brand-new) Half suede front seats, leather door cards. Rear seats are black leather. B7 A4 steering wheel but airbag has been deleted from this car. B5 facelift front end with one piece headlights / indicators etc. Carbon centre console trim and various other interior mods. £1300 ovno, not going to take a lot less for it as I think this is a reasonable price. The exhaust alone cost just under £600 and the wheels / tyres etc... Tel: 07814 428 987 or e-mail: noelvance@btinternet.com (Ledbury)

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A6 XXX

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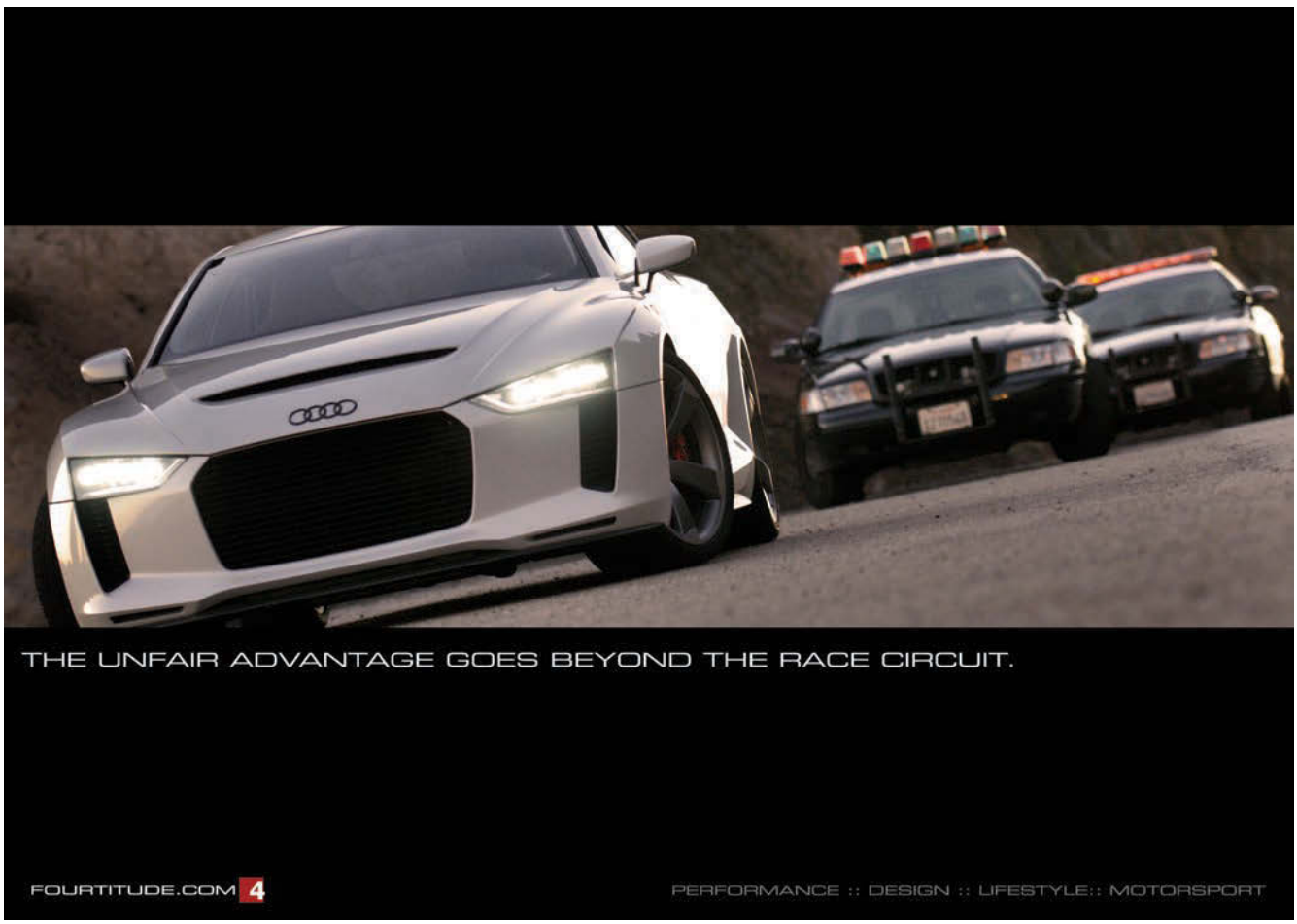
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A6 1.9 TDI 115	May/Jun '01
A6 2.0 TFSI	Jul '10
A6 2.0 TFSI Avant	Nov '06
A6 2.0 TDI	May '09
A6 2.0 TDI	Sep '12
A6 2.0 TDI SE	Mar '05
A6 2.4 SE Tiptronic	May/Jun '98
A6 2.5 TDI SE	Jun '03
A6 2.8 SE	Nov/Dec '97
A6 2.8 FSI	Sep '07
A6 3.0 TDI quattro	Jan '05
A6 3.0 TDI quattro SE	Jun '12
A6 3.0 TDI quat S line Sp. Ed.	Sep '10
A6 3.0 BiTDI quattro SE	Oct '12
A6 3.0 TFSI	Nov '10
A6 3.2 FSI quattro SE	Mar '05
A6 4.2 quattro, Avant/Saloon	Nov/Dec '99
A6 4.2 quattro	Nov '05
A6 Hybrid	Jun '13
A6 Avant 1.8T Multitronic	Jul '02
A6 Avant 2.0 TDI	Mar '08
A6 Avant 2.0 TDI	Feb '12
A6 Avant 2.0 TDIe	Mar '09
A6 Avant 2.0 SE	May '04
A6 Avant 2.5 TDI	Nov/Dec '98
A6 Avant 2.5 TDI quattro	Jan/Feb '00
A6 Avant 2.5 TDI quattro SE	Nov/Dec '01
A6 Avant 2.7 TDI SE	Jun '05
A6 Avant 2.7 TDI	Jul '06
A6 Avant 2.7T quattro	Aug '02
A6 Avant 3.0 TDI SE	Apr '12
A6 Avant 3.0 TDI quattro	May '15
A6 Avant 3.2 FSI quattro	Apr '06
A4 allroad quattro 2.0 TDI	Aug '09
A4 allroad quattro 2.0 TDI (177 PS)	Jun '12
A4 allroad quattro 2.0 TDI (177 PS)	June '15
A4 allroad quattro 3.0 TDI S tronic	Nov '09
A4 allroad quattro 3.0 TDI S tronic	Feb '11
allroad quattro 2.5 TDI	Jan/Feb '01
allroad quattro 2.5 TDI	May '01
allroad quattro 2.7T	Nov/Dec '00
allroad quattro V8 4.2	Jan '04
allroad quattro V8 4.2	Jul '04
allroad quattro 3.2 FSI	Dec '06
allroad quattro 3.0 TDI	Aug '07
A6 allroad quattro 2.7 TDI	Oct '10
A6 allroad quattro 3.0 TDI	Sept '12
A6 allroad quattro 3.0 TDI (245 PS)	Aug '14
A6 allroad quattro 3.0 BiTDI	Sept '12
A7 Sportback 3.0 TDI quattro	Mar '11
A7 Sportback 3.0 TDI quattro	Feb '15
A7 Sportback 3.0 Bi-TDI quattro	Sept '14
A7 Sportback 3.0 TFSI quattro	Jun '11
A8 2.8	Nov/Dec '98
A8 3.0 TFSI quattro SE	Nov '12
A8 3.0 TDI quattro	Dec '04
A8 3.0 TDI quattro	Oct '08
A8 3.0 TDI quattro SE	Apr '12
A8 3.2	Nov '07
A8 3.7	Sep/Oct '98
A8 3.7 quattro Sport	Jul/Aug '99
A8 3.7 quattro Sport	Jul/Aug '01
A8 3.7 quattro Sport	Jul '03
A8 4.0 TDI quattro	Oct '03
A8 4.2 quattro	Sep/Oct '00
A8 4.2 quattro	Aug '04
A8 4.2 FSI quattro	Oct '10
A8 4.2 TDI	Dec '10
A8 4.2 TDI quattro	Mar '06
A8L 4.0 TFSI quattro	Mar '02
A8L 4.2 quattro	Mar '02
A8L 4.2 TDI quattro	May '14
S3 quattro	Nov/Dec '99
S3 quattro	Apr '02
S3 (2) quattro	Jul '07
S3 (3) quattro	Jan '13
S3 (4) quattro	May '15
S3 (2) Sportback	Mar '10
S3 (2) Sportback	Dec '11
S3 (3) Sportback	Jul '14
S3 Saloon	Jun '14
S4 quattro	Mar/Apr '99
S4 quattro (V8)	Dec '03
S4 quattro (V8)	Jul '04
S4 quattro (facelift)	Jul '05
S4 (4) quattro	Oct '09
S4 Avant quattro	Jul/Aug '99
S4 (4) Avant quattro	Jul '09
S4 (4) Avant quattro	Apr '11
S4 Cabriolet	Oct '05
S5 quattro	Feb '08
S5 quattro	Aug '11
S5 Sportback quattro	Oct '11
S5 Cabriolet	Oct '12
S6 quattro	May/Jun '02
S6 quattro	May '03
S6 quattro V10	Jan '07
S6 Avant quattro	May/Jun '00
S6 Avant quattro V10	Jul '08
S7 quattro	Jan '13
S8 quattro	Mar/Apr '00
S8 (V10)	Jan '09
S8 (V8 bi-turbo)	Dec '12
RS Q3	Apr '14
RS 3 quattro	Feb '12
RS 4 quattro Saloon	May '06
RS 4 quattro Cabriolet	Sep '06
RS 4 Avant quattro	Feb '13
RS 5 quattro	Dec '10
RS 6 Avant quattro	Jan '03
RS 6 Avant quattro	Sep '04
RS 6 quattro Plus Avant	Feb '05
RS 6 quattro Saloon (2)	Dec '09
RS 6 quattro Avant (2)	Sep '08
RS 6 Avant (3)	Feb '14
RS 7	Mar '14
TT Coupé 1.8T (180)	Apr '05
TT Coupé 1.8T quattro (180)	Sep/Oct '99
TT Coupé 1.8T quattro (225)	Jan/Feb '00
TT Coupé 1.8T quattro (225)	Mar '03
TT Coupé quattro Sport	Jul '05
TT Coupé quattro Sport	Feb '06
TT Coupé 3.2 – DSG	Jun '04
TT Coupé 3.2 – DSG	Mar '05
TT Coupé (2) 2.0 TDI quattro 170	May '13
TT Coupé (2) 2.0 TFSI	Jul '07
TT Coupé (2) 2.0 TFSI quattro	Sep '09
TT Coupé (2) 2.0 TFSI quattro (211)	Feb '11
TT Coupé (2) 3.2	Feb '07
TT Coupé (3) 2.0 TDI ultra	Mar '15
TT Coupé (3) 2.0 TFSI	Mar '15
TT Roadster 150	Oct '03
TT Roadster 1.8T quattro (180)	Mar/Apr '00
TT Roadster 1.8T quattro (180)	Nov '02
TT Roadster 1.8T quattro (225)	Sep/Oct '01
TT Roadster 1.8T quattro (225)	Sep '05
TT Roadster (2) 1.8 TFSI (160)	Sep '10
TT Roadster (2) 1.8 TFSI (160)	Jul '11
TT Roadster (2) 2.0 TFSI	Sep '07
TT Roadster (2) 2.0 TDI	Sep '09
TT Roadster (2) 2.0 TDI quattro 170	Dec '13
TT Roadster (2) 3.2 quattro	Jan '08
TTS Coupé	Nov '08
TTS Coupé (272)	Jul '11
TT RS Coupé	Apr '10
TT RS Roadster	Nov '09
TT RS Plus Coupé	Mar '13
Q3 2.0 TFSI quattro	Jul '12
Q3 2.0 TDI FWD	Jul '13
Q3 2.0 TDI FWD	Feb '14
Q3 2.0 TDI SE	Jan '12
Q5 2.0 TFSI	Jun '09
Q5 2.0 TDI	Jan '10
Q5 3.0 TDI S line	Aug '10
Q5 3.2. FSI	Nov '11
SQ5 TDI	Aug '13
SQ5 TDI	Apr '15
Q7 3.0 TDI	Oct '06
Q7 3.0 TDI Clean Diesel	Mar '10
Q7 3.6	Apr '08
Q7 4.2	May '07
Q7 6.0 TDI	Mar '12
R8 V8 Coupé manual	Dec '08
R8 V8 Coupé manual	Jun '13
R8 V10	Jun '10
R8 V10	Apr '15
R8 V10 plus	Oct '13
R8 V10 Spyder manual	May '10
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